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ST. JOHN AND ITS BUSINESS.

A HISTORY OF ST. JOHN,

AND

A STATEMENT IN GENERAL TERMS

OF ITS

VARIOUS KINDS OF BUSINESS SUCCESSFULLY PROSECUTED.

The Dry Goods—Grocery—Insurance—Lumber—Manufacturing—The Press of St. John—The Shipping—
A View of the Prospects and Possibilities
of St. John as a Commercial Centre.

TOGETHER WITH

AN ACCOUNT OF ONE HUNDRED BUSINESS HOUSES,
EMBRACING THE LEADING OR REPRESENTATIVE
ESTABLISHMENTS IN EACH
OF THE DIFFERENT LINES.

ST. JOHN, N. B.:

H. CHURCH & CO., STEAM JOB PRINTERS, PRINCE WILLIAM STREET

1875.

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NOTE.—As will be seen by the Table, the Contents are somewhat disarranged in the body of the work. This has been unavoidable in the present instance; but it will not mar the succeeding editions.

PREFACE.

THE want of a record of the history of St. John, is one which has long been felt, both by business men from a distance, and by the inhabitants themselves. To supply that want is the object of the present work. The history, manufactures, shipping and other industrial pursuits of St. John will be found detailed in its pages, so that a more accurate idea can be formed from its perusal of the past, present state, and probable future of St. John than any one can hope to attain where has not been given to these matters careful and special study. The history of St. John has never been so fully told before as in this work, and the care which has been given to this portion of it is only an example of the general pains-taking accuracy which has been aimed at in the preparation of the entire volume. The paper on the future trade of St. John, it is hoped, will be found to be extremely valuable, both to business men and the reading public. That these sketches will do a welcome service in making the active business men of the day better acquainted with each other, we cannot doubt. We would have been glad to bring out more prominently the humble beginnings of many, and thus set forth the lessons of diligence, prudence and patience, which younger aspirants will have to learn before they can hope for a like success, but the modesty of the subjects of these notices forbade.

THE AUTHOR,

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SAINT JOHN.

ITS EARLY HISTORY.

On the 24th of June, 1604, a little French ship sailed into the Harbor of St. John. She was a paltry craft, measured by modern standards, smaller than many of the coasting schooners of the present day, but she carried the germ of an empire, for Champlain, De Monts and Poutrincourt, the founders of New France, were on her deck. Champlain's Chart of our harbor shows how carefully he scanned his new discovery, and how little the great natural features of the place have changed in 271 years. Looking upon it, and tracing his soundings, we can see the course his vessel took, passing into the harbor by the eastern channel, and note even the very spot where he anchored. The rugged hills about St. John were then covered with pines and cedars and on Navy Island, which was then separated from the main-land on the Carleton side by a much narrower channel than now, was a collection of Indian wigwams, surrounded by a high palisade. The savages who then dwelt at the mouth of the Saint John were Micmacs, called by the French Souriquois, the Malicetes or Etchemins being then confined to the upper parts of the river, which they called *Wolastook* or Long River. By the Micmacs it was called *Wigewdy* or the Great Highway. Champlain, regarded himself as its first discoverer and in honor of the day, that of Saint John the Baptist, gave the river the name which it has ever since retained. But, though bent on founding a colony, he did not linger at Saint John but spread his sails for a longer flight, and turned the prow of his vessel towards the fatal Island of St. Croix. Seven years after this, in 1611, we have Father Edmond Masse, a Jesuit Father, living at the mouth of the St. John and, in the midst of all the discomforts incidental to a life amongst the savages, endeavoring to learn their language. But his residence here was short, and then St. John is without a history for nearly twenty years.

In 1630 Charles Amador de la Tour, a French nobleman, who was Lieut. General to the King on the coast of Acadia, commenced to build a fort at the mouth of the St. John. The spot selected was the neck of land on the Carleton side, opposite to Navy Island, and Fort Latour, as finally completed, was a palisaded fort of four bastions 200 feet square, and mounting 24 guns. Latour lived here for many years, and generally had two or three hundred servants and retainers about him. He traded largely with the Indians, as many as 3000 moose skins being brought in from the Upper St. John and its tributaries in a single year, besides large numbers of beaver. Latour had an enormous territory and held a portion of his land by a double title, from the company of New France, and from Sir William Alexander, the

grantee of James the I. of England. In 1640 violent differences arose between Latour and d'Aulnay Charnisay, who had a fort at Port Royal, and was also a grantee of the company of New France. He succeeded in having Latour's commission from the King revoked and an order issued for his arrest, under the hand of Louis XIII., which Latour treated with contempt. In 1643 Charnisay attacked Latour's fort with five ships and 500 men, but the latter obtained aid from Boston and beat him off with loss. Early in 1645, in Latour's absence, Charnisay made another attack, but Latour's heroic wife encouraged the garrison and his ship was compelled to retire in a sinking condition. Charnisay, however, returned with a stronger force and attacked Fort Latour from the land side. For three days Lady Latour, with her weak garrison, held him at bay, but on the fourth, which was Easter Sunday, 16th April, 1645, while the garrison were at prayers, a treacherous Swiss sentinel opened the gate to the invaders. Lady Latour, with unflinching courage, rallied her little band of 50 men and made head against the enemy, but finally, to save further bloodshed, made terms of capitulation. These terms Charnisay completely disregarded, and with incredible barbarity, hanged all the garrison. This accumulation of disasters so preyed on the spirits of Lady Latour that, in a few days, she died, leaving an infant child which was sent to France. Charnisay continued to retain Fort Latour for some years, its legitimate owner having, in the mean time, retired to Quebec. Charnisay, in 1650, was drowned in the Annapolis River, and in the following year Latour had his commission restored to him by the French King and recovered possession of his fort. In 1653 he married Charnisay's widow, and was living at St. John in a quiet domestic way when, in 1654, an English fleet, which had been sent out by Oliver Cromwell, appeared before Fort Latour, which, being in a defenceless state, was obliged to capitulate, and Acadia passed into the hands of the English. Latour went to England and succeeded, in conjunction with Thomas Temple and William Crowne, in obtaining from Cromwell a grant of the whole of Acadia. Latour subsequently sold out to Temple, who strengthened and improved Fort Latour and built a new fort at Jemseg, where he carried on a considerable trade with the Indians. Latour died in 1666 at St. John, and in the following year the Treaty of Breda was made between Louis XIV. and Charles II., by which Acadia was to be surrendered to France. Owing to difficulties raised by Temple as to the limits of Acadia, the surrender was not effected until 1670. It then became a French province with Royal Governors. The first Governor under this new order of things was the Chevalier de Grand-fontaine, who resided most of the time on the River St. John. He strengthened and improved Fort Latour, bringing cannon to it from the fort at Jemseg, which, for the

time, seems to have been abandoned. There were at that time in all Acadia less than 400 souls, as appears by an actual census of the inhabitants taken in the year 1671. Only two forts were then maintained in Acadia, that at Pentagoet, where the Chevalier Grand-fontaine resided, and Fort Latour, where his lieutenant M. de Marson held command. In 1673 Grand-fontaine returned to France, and was succeeded in command in Acadia by M. de Chambly. About this time, for some reason which is not given, but probably from its greater proximity and consequent advantages for communication with the Indians, de Marson appears to have transferred his head quarters to Fort Jemseg, for in 1674 he was there surprised by a Flemish pirate, commanded by an English adventurer, and compelled to surrender. De Marson was carried off a prisoner but soon appears to have been set at liberty, and he continued to hold command on the River Saint John for some years. In 1676 he received a grant from the French Crown of a seigniory called Nachouac, and in the same year he also received a grant of the fort or house of Jemseg.

In 1682 M. de la Valliere was in command in Acadia, under an appointment made by Count Frontenec, the Governor of Canada. About this time the King of France granted to the Sieur Bergier of Rochelle, Gautier, Boucher, and de Montes "the lands which they shall find suitable along the coast of Acadia and the River St. John," for the establishment of the shore fishery. Bergier came to Acadia and proceeded to organize fishing establishments on its coasts, but he found his operations constantly impeded by the English, who had been fishing on these coasts for years and were not to be restrained. La Valliere, the commandant, who resided at St. John, was openly accused of being in league with these enemies of his country, and it was stated in memorials written to the French Government of that day that he had licensed the English vessels to fish on the coast of Acadia for money payment. Whether these accusations were true or not it is certain that the differences between Bergier and La Valliere continued to increase in violence, and finally the latter, with something like piratical violence, seized several of Bergier's vessels and confiscated their cargoes of fish and hides. In 1684 La Valliere was removed from the Governorship of Acadia and succeeded by M. Perrot, who was in his turn succeeded in 1687 by M. de Meuneral. Prior to this, however, a new set of adventurers from Quebec had made their appearance on the St. John River. These were four brothers named d'Amours, sons of Matthiew d'Amours, one of the Councillors of State at Quebec. Their names were Louis, Rene, Matthiew and Bernard, and, notwithstanding the rank and official position of their father, at an early age they took to the woods as *Coueurs de bois*, or out-laws of the bush, and at one time were actually arrested by the Governor of Canada for

following this employment. They obtained grants of land on the River St. John in 1684, and two of them, Matthew and Louis, married to two sisters named Guyon, formed permanent establishments on the St. John. Matthew resided on the east bank of the river, opposite to the mouth of the Oromocto, and Louis had his habitation at the mouth of the Jemseg. All the brothers traded extensively with the Indians of the St. John River, of whom it is now time to speak, as about this time they became a power in the eastern parts of America. These Indians are part of the great Algonquin family, and were variously designated Etchemins or Malicites, names the meanings of which are now lost; they also called themselves, in common with some of the Indians of Maine, by the general name of Wabanaki, or Men of the East. The Indian wars in which the Malicites took part commenced in 1689, and for the next 30 or 40 years there was a state of hostility between the border settlers of Maine and New Hampshire and the New Brunswick Indians. It is quite outside the purposes of this sketch to describe any of the conflicts which desolated the eastern settlements of New England in which the Malicites took part; it is sufficient to say that year after year the work of slaughter went on and that some of the most thrilling tales of suffering and of Indian adventure belong to this period and relate to conflicts with the Malicites of Acadia. An event happened shortly after the commencement of this Indian war which gave greater strength and consistency to their efforts. For some years prior to 1690 Port Royal, now Annapolis, had been the seat of Government of Acadia, but in that year it was captured by Sir William Phips and its governor and garrison taken as prisoners to Boston. When Villebon, who came to take Menneval's place as Governor, arrived at Port Royal he found it in a ruinous condition and he at once decided to remove the seat of government to the River St. John, to the fort at Jemseg which had been formerly occupied by Grand-fontaine. At this period pirates were abundant on the coast of Acadia, and one of these corsairs landed at Port Royal and committed many depredations. They then crossed to Saint John and captured the vessel in which Villebon had come from France, which was lying in this harbor, Villebon being then up the River St. John. It was probably its liability to insult and attack by piratical vessels that caused Villebon to occupy the fort at Jemseg rather than Fort Latour at this period. Jemseg, however, proved in every way unsuitable for a garrison, having originally been intended merely for a trading post, and Villebon shortly left it and proceeded to build a palisaded fort at the mouth of the Nashwaak, a tributary of the Saint John which enters it opposite to the City of Fredericton. The rise of this new fortification was deemed by the English colonists an insult and a menace, for in 1692 Sir William Phips sent a ship of 48 guns

and two brigantines with 80 soldiers on board to capture it. Villebon, however, was on the alert, and, without waiting to be attacked, sent a detachment to the mouth of the river to watch the enemy, who were so much disconcerted at the appearance of the French on the alert that they returned without attempting to make any attack. At this period several French war vessels were kept cruising on the coast of Acadia, partly to keep the pirates who infested its shores at a respectable distance, and partly to attack and destroy the fishing and trading vessels of the English colonists. The harbor of St. John became a sort of depot for these captured vessels and their cargoes. A privateer named Baptiste was particularly active in depredations upon English commerce at this period. At the same time Fort Nashwaak on the St. John was the focus of these intrigues against the peace and prosperity of the settlements of New England, which kept its border towns in a state of warfare, and often of ruin, for so many years. It was from Fort Nashwaak that expedition after expedition went forth composed of bloodthirsty and treacherous savages, and headed generally by Frenchmen, to murder and destroy in the settlements of New Hampshire and Maine. Hundreds of English colonists were slain in these bloody encounters, and many captured, and the Fort at St. John finally came to be looked upon as the cause of all these disasters, so that a very natural desire arose in the hearts of the people of New England to destroy it. This desire was hardened into a firm resolve by an event which happened in August 1696, the capture of fort William Henry at Pemaquid by a force of French and English from St. John. This fort was almost new, built of stone, and had cost the Province of Massachusetts more than £20,000. Its capture was too gross an insult to be borne. It was determined by the people of Boston that the French should be driven from the River St. John. That no incentive might be wanting to stimulate the pride and zeal of the men of Massachusetts two ships of the French expedition, the *Profond* and *Envieu*, had been attacked off the harbor of St. John by three English vessels, the *Sorting*, *Newport* and *Province* galley. One of the latter, the *Newport*, was captured and the others put to flight.] The *Newport* was carried into St. John.

The English expedition to capture Fort Nashwaak was placed under the command of Benjamin Church, who had won distinction in King Philip's wars. Between 400 and 500 men were put under his command, and he sailed from Piscataqua late in August, his force, which included some Indians, being disposed in several small vessels and boats. Church, instead of steering straight for Fort Nashwaak, which he might have surprised, went up the Bay to Chignecto, which he proceeded to plunder and destroy. He remained there nine days, which he employed in killing the cattle, burning down the houses

and destroying the crops of the unfortunate Acadians. Even the chapel was not spared by this licentious soldier, who seems to have had no stomach for war, so long as booty was to be obtained. The accounts given of his scandalous treatment of these poor people would be incredible, had he not taken the pains to write and publish them himself in a book.

Church and his force returned to St. John, where his chief exploit was frightening some workmen, who were rebuilding the fort at the mouth of the river, and capturing 12 cannon that the French had buried in the beach. He then sailed for Passamaquoddy, where he was met by Colonel Hathorne who had brought a reinforcement of three vessels, and taking command of the expedition, bade Church return to aid him in an attack on Fort Nashwaak. Villebon, who had a guard at the mouth of the St. John, was early informed of Hathorne's approach and strengthened his garrison by calling in the Frenchmen who lived lower down the river. Father Simon, the Recollet Missionary, who dwelt at Aucpaque, also came into the Fort at the head of 36 Indian warriors, and when the English made their appearance before the Fort on the morning of the 18th October, the French commander was fully prepared to receive them. After a cannonade which lasted two days, the siege was abandoned in a precipitate manner and the English force withdrew down the river, having lost a considerable number of men. The cause of this action is said to have been the want of tents to shelter the troops who suffered greatly from the cold.

Fort Nashwaak was strengthened during the winter in anticipation of another attack in the spring, but Villebon had resolved to remove his head-quarters to Fort Latour at the mouth of the river. In 1697 he organized an Indian expedition against the English settlements of Maine and kept his men busy rebuilding the fort at the mouth of the St. John. The work of rebuilding went on all that year and in 1698 Nashwaak was abandoned and Villebon removed with his garrison to the fort at the mouth of the St. John. For the next two years matters in Acadia were of an uneventful character. There was little to cause excitement among its inhabitants except the occasional appearance of a pirate on its shores.

In July, 1700, Villebon died and was buried at St. John, and Villieu took the command of Acadia until June, 1701, when Brouillan, who had been sent out as Governor, arrived. This commander resolved to abandon the fort and establishment at St. John on which so much money and labor had been expended, an act of folly to which the subsequent loss of Acadia by the French may be largely attributed. He caused the fortifications to be razed, demolished the houses, and carried away the guns and everything else of a portable character, to Port

Royal. St. John was left as deserted and desolate as it had been nearly a century before, previous to the arrival of Champlain. A deep silence fell upon the place which was unbroken for thirty years. The Indian might wander among the ruins of a Fort which had been abandoned to his care, or left to be converted into a hiding place for the wild beasts of the forest, and wonder at the folly of the white men who had forsaken the finest river in all Acadia for the hunter, the woodsman, the fisherman or the farmer. The persistent attempts which were made by the French to build a great town at Port Royal and the steady neglect of the advantages of St. John, where nature had obviously intended that a great city should be erected, are things which may well excite our surprise, for during the whole French occupation of Acadia St. John never progressed a single step towards its present condition. They built fortifications here indeed, and filled them with soldiers, but there were no private settlers at the mouth of river, and no attempt to establish any trade at St. John was ever seriously made in their time. The only article exported during the French period, besides the skins of wild animals, if we except pines for masts for the French navy, being limestone, which an early date was taken from St. John in considerable quantities to Port Royal. All the energies of the French people for more than a century were directed to the building up of settlements at Port Royal, Minas and Chignecto. The very vastness and solitary grandeur of the St. John seem to have frightened private settlers away and the Government of France seem to have given such persons no encouragement to settle here.

In 1710 a material change was caused in the aspect of Acadian affairs by the fall of Port Royal, which was captured by an English expedition under General Nicholson. Its name was changed to Annapolis, in honor of the reigning queen, and it continued for a long time to be the seat of government of the English colony of Nova Scotia. Although the French made several attempts to recapture their beloved Port Royal they always failed.

Although by the treaty of Utrecht Acadia was ceded to the English crown the French contended that the name only covered the peninsula of Nova Scotia, and therefore that the St. John still belonged to them. This claim was made officially in a letter written in 1718 by the Marquis de Vaudreuil, the Governor of Canada to John Doucett, lieutenant governor of Annapolis Royal. The French governor also encouraged the inhabitants of Acadia to settle on the St. John River, but none appear to have done so at this time. In 1732, however, a small French colony from Chignecto settled on the River St. John, and speedily made themselves obnoxious to the commander of Port Royal by their refusal to recognize his authority. These people in 1736 numbered

78 souls, besides the missionary priest Jean Pierre Danilo. These simple Acadians were not the sort of people to make any great figure in history and accordingly they have left little record of their existence, except a few entries in regard to them in the Minutes of Council and letter books of the Province of Nova Scotia. The number of French Acadians on the St. John River gradually continued to increase, and their settlements gradually grew to be a refuge for the disaffected from other parts of the province. The Malicite Indians of the St. John were always on good terms with the French, and, while the latter remained in the country, were always openly or secretly hostile to the English.

In 1749, after the close of the war between France and England, which arose out of the violation of the Pragmatic sanction by Frederick the Great, Colonel John Gorham was sent to the River St. John with a force, to exact submission from the French inhabitants there. His troops on landing were fired on by the Indians, or by the French; it is not very clear which. Two Indians who do not appear to have been concerned in the attack on the English, but who rather seem to have strayed into their camp, were seized by Gorham and detained as hostages. This act provoked a correspondence between the Count Galissoniere, the Governor of Canada and the British authorities, in which the old question with regard to the ownership of the St. John River, which had been in abeyance for many years, was revived. The result of these conflicting claims was a determination on the part of the French Government to occupy the territory in dispute with an armed force.

Accordingly in the summer of 1749 a French officer named Bois-herbert was sent down from Quebec with 30 men to occupy the old fort at the mouth of the St. John River. Once more its ruined bastions, which had been deserted for well nigh a half century, were trodden by armed men and the colors of France again waved over them. The English at Halifax, which was founded in that year, at once took the alarm, and Governor Cornwallis ordered Captain Rous to go to St. John and order the French to desist from erecting fortifications there. In July 1749 he proceeded in the ship of war *Albany* to St. John, and for some days saw nothing of the French. Finally, a French schooner laden with provisions arrived and was seized, but Capt. Rous offered to release her, provided the master would go up the river in a canoe and bring down the French officer. Bois-herbert, it appears, was at that time engaged in constructing a small fort at the mouth of the Nerepis, on the west side of the St. John. The master of the schooner went up the river to find him, and on the following day the French officer made his appearance at the head of 30 troops and 150 Indians, and they planted their colors on the shore opposite

to where the *Albany* was lying at anchor. Capt. Rous ordered them to strike their colors and this, after some demurring, was done. Boisherbert in excuse for his presence there produced letters from the Governor of Canada ordering him to prevent the English from settling at St. John, on the ground that the territory belonged to France. A letter from Cornwallis ordering him to desist from erecting forts at St. John, was delivered to Boisherbert, and Rous retired, taking with him some of the chiefs of the St. John River Indians for the purpose of arranging a treaty. Boisherbert afterwards wrote to Governor Cornwallis, disavowing any intention of fortifying or building at St. John, but stating that his orders were not to allow any one else to build at St. John until the right of possession had been settled between the two crowns. Notwithstanding this disavowal, the fort at Nerepis, of the existence of which the English were then unaware, was finished, and, as if to show the determination of the French to retain the continental part of Acadia, an officer named Le Corne, was sent from Quebec with 70 men to take possession of the Isthmus of Chignecto. There in the following year arose the bastions of the strongest fort yet erected in Acadia, the grim and formidable Beausejour.

For the next five years there was no material change in the aspect of affairs in Nova Scotia. The French continued to fortify themselves at Chignecto and St. John, and it was finally resolved by the British authorities in Massachusetts and Nova Scotia to dispossess them. An expedition was organized in New England by Governor Shirley, consisting of about 2000 men, and placed under the command of Colonel Monckton. They sailed from Boston in May 1755, in 36 vessels, large and small, including three frigates, and on the 2nd June appeared off Fort Beausejour, which they attacked, and on the 16th June it surrendered. As soon as this French stronghold was captured, Capt. Rous was sent with three 20-gun ships and a sloop to look into the St. John River, where it was reported that there were two French ships of 36 guns each. He anchored off the mouth of the River and sent in his boats to reconnoitre, but there was no vessel in the harbor. As soon, however, as the French on shore saw them they burst their cannon, blew up their magazine, burned everything they could belong to the fort and marched off.

The forcible removal of the French inhabitants from Nova Scotia took place in the same year, not long after the fall of Beausejour. It was a cruel and extreme act, but was rendered necessary by their turbulent character and their determination not to live peaceably under the British flag. In some parts the deportation of the inhabitants was effected without much difficulty. At Grand Pre 1923 Frenchmen, women and children, were collected and peace-

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bly removed. But at Chignecto, Shepody and other places resistance was offered, and large numbers of the inhabitants from these parts fled to the River St. John. It was calculated that Boisherbert, the French officer in command of the River, was at one time at the head of as many as 1500 of these French fugitives. Their presence caused no small amount of uneasiness to the authorities at Halifax. For the French, thus reinforced, were again able to hold the mouth of the River St. John, and they had a fortified post at St. Anns, 90 miles up the river, on the site of the present city of Fredericton. The destruction of both posts and the entire removal of the French from the river were objects to which the attention of the English was now directed. At all events it was clear that the fort at the mouth of the river must be reoccupied.

Accordingly in the summer of 1758, three ships of war and two transports with two regiments, one of Highlanders and the other of Provincial troops, on board, were despatched from Boston to recapture Fort Latour. They landed at Negro Town Point and cut a road through the woods to the place where the Carleton City Hall now stands, which was then used as a vegetable garden by the French. From there they advanced against the fort in order of battle, and after one repulse, succeeded in carrying it by assault. They captured 200 or 300 prisoners, and the rest of the garrison escaped across the river in boats, and finally made their way up river. Many, however, were killed in the boats by the shots of the attacking party. The loss of both French and English was heavy, especially of the former, —more than 40 being killed. This ended their occupation of the mouth of the St. John, and soon after the French were driven entirely from the river, except a few families who continued to reside near St. Anns. Fort Latour was occupied and garrisoned by the English and renamed Fort Frederick. A blockhouse was also erected on Fort Howe.

The autumn of 1759 was distinguished by one of the most violent gales of wind that ever was known in these latitudes. The damage done was immense. Whole forests were blown down; the tide rose six feet above its ordinary level and all the dykes were destroyed. A considerable part of Fort Frederick at St. John was washed away. The descriptions given of this storm naturally recall the effects of the great gale and tidal wave which did so much damage throughout the Maritime Provinces a few years ago.

At this period Colonel Arbuthnot was in command of Fort Frederick, and its garrison consisted of about 150 or 200 men. The commandant was very busy in keeping the Indians in order and watching the French, and seems altogether to have had rather an uneasy time of it. He succeeded in removing some hundreds of the French

inhabitants of the River to other places. His soldiers appear to have grown tired of the monotony of life at St. John, for in the spring of 1760, in spite of all persuasion, 70 of them openly left in one schooner and 80 in another, to return to their homes in New England. This desertion must have left Arbutnot's garrison very weak and he seems about this time to have given up the command of Fort Frederick, for Lieut. Tong was in command of it in July 1760. He represented his fort at that time as being greatly in need of repairs and alterations to make it defensible.

In 1761 the settlement of the marsh lands about Sackville was commenced by colonists from the older English colonies, and in the following year a number of English settlers removed to the St. John River, but in 1764 an immigration on a more extended scale took place. Mr. James Simonds, the ancestor of the present family of that name, with Mr. James White and Capt. Francis Peabody arrived on the site of the present city of St. John on the 16th April of that year, determined to make it their home. Simonds and White erected small dwellings at the foot of the hill, now known as Fort Howe, Capt. Peabody commenced the formation of a settlement at Manguerville in the County of Sunbury. This settlement, which was named after Joshua Manger, an English merchant who was agent for the Province of Nova Scotia, was composed mainly of colonists from Massachusetts. Although the date of this settlement is generally put down 1766, it is quite certain that it was completely established in 1764, as is proved by a memorandum made in that year by Mr. Grant of Halifax, who gives the number of English inhabitants then living on the St. John at 400. In 1765 the settlement was erected into a county by the name of Sunbury, and accorded two representatives in the House of Assembly at Halifax. Large grants of land had been in the meantime made on the St. John to actual settlers and to influential persons who wished to be great landowners in Nova Scotia. But there was land enough for all and these enormous reserves did not hinder the progress of settlement. In 1766, Ensign Jeremiah Meara was in command of Fort Frederick, which was still maintained as a post, and we find him writing to Halifax to complain of two of the settlers, Israel Perley and Colonel Glazier, for injury and violence to the Indians. The latter had a large grant at the mouth of Nerepis, which is named on the plans of that day, "Glazier's Manor."

In 1768 the troops were withdrawn from Fort Frederick, except a corporal and four men, and Messrs. Simonds and White left to pursue their peaceful avocations, fishing and farming, without military protection. This measure seems to have emboldened the Indians to give trouble in a sneaking way, and in 1771 they burnt the store-

house and dwelling of Captain Jadis, a retired officer who had settled at Grimross for the purposes of trade. This act induced Governor Campbell to recommend the erection of a strong block house, properly garrisoned, "to protect a very increasing settlement on the banks of the St. John River, abounding with a most excellent soil." This blockhouse was afterwards erected at Oromocto.

The first representative for the County of Sunbury in the Nova Scotia Assembly was Charles Morris, son of the Surveyor General of Nova Scotia, and in 1774 James Simonds was also elected a member, the county being at that time entitled to two representatives. A Court of Common Pleas had been held in Sunbury from the year 1766, so that the people on the River St. John had all the paraphernalia of government; and, although they sometimes complained of the Indians, seem to have increased and multiplied, and gone about their daily routine of duty with a reasonable degree of assurance that their scalps were safe. But troublous times were at hand.

The disputes between Great Britain and her colonies on this continent, which arose out of the attempt of the mother country to impose taxes on the latter, culminated in the year 1775, and produced bloodshed. The revolted colonists, not content with recovering the independence of their own country, were ambitious enough to attempt to reduce both Canada and Nova Scotia, and at first there seemed to be every reason to believe that they would succeed. The people of Sunbury, or rather the great majority of them, were in sympathy with their kindred in New England, and before the war was over showed their disloyalty by stronger means than mere words. In the meantime the act of a raiding party from Machias, Me., exhibited the extent of the danger to which St. John and the whole Province was exposed. In August 1775, Stephen Smith, a Machias man and a delegate to the Massachusetts Congress, came to St. John in an armed sloop, and of course, met with no resistance. He burnt Fort Frederick and the barracks, took the few men who had charge of the fort prisoners and captured a brig of 120 tons, laden with oxen, sheep and swine, which were intended for the British troops at Boston. This sudden raid had the effect of putting the British authorities on the alert, and vessels of war were sent to cruise off St. John to protect the ports in the Bay of Fundy from these incursions. The Governor of Nova Scotia also sent expresses to engage the Indians on the side of the crown.

In 1776 a bold attempt was made to capture Fort Cumberland, in which some of the inhabitants of Sunbury took part. The leader in this attempt was Jonathan Eddy, a native of Massachusetts, who had lived some 12 years on the marsh lands about Chignecto, and represented Cumberland County in the Assembly at Halifax. He conceived

the idea of winning reputation by the capture of Fort Cumberland in the Autumn of 1776; went to Boston, where he conferred with the Council of War there and, receiving some encouragement, he chartered a small vessel at Newburyport and, with a few followers and some arms and ammunition, he proceeded to Machias, where about 20 men joined him. At Passamaquoddy he obtained a few more, and going up the St. John River as far as Maugerville, he was joined by a company of twenty-five men, a captain, a lieutenant and sixteen Indians, which brought the number of his force up to seventy-two. Eddy embarked his men in whale boats and canoes and in a few days reached Shepody, where he surprised a picket guard from Fort Cumberland, capturing Capt. Walker and thirteen men. At Sackville they captured a sloop laden with provisions; and lying close, several persons who came down from the fort to the sloop, amongst others the engineer, were taken. Eddy's successes induced about a hundred of the inhabitants, of the marsh district, to join him in attempting the capture of Fort Cumberland, which was commanded by Colonel Gorham.

The fort was summoned, but the demand to give it up was promptly refused, and an attack which Eddy subsequently made was repulsed with loss. This attack was made on the 12th November, and the investment of the fort was continued until the 28th, when Eddy and his troops were attacked by the garrison and by a detachment from Windsor under Major Bott and compelled to retire. Late in December they reached Maugerville dispirited, worn out with fatigue and half starved.

This taste of warfare does not seem to have satisfied the disloyal people of Sunbury. Several public meetings were held at Maugerville at which resolutions of sympathy with the people of New England were passed, and Asa Perley and Asa Kimball were appointed a committee to go to Boston and solicit assistance and munitions of war from the people of Massachusetts, to enable them to rebel against Britain successfully. The result of this mission was that Colonel John Allan, who had been obliged to fly from Cumberland for his disloyal plots, was sent by the Government of Massachusetts, to act as Colonel and superintendent of the Eastern Indians, and to raise the necessary force to take possession of the country on the St. John River and hold it for the United States. In April, 1777, Allan left Boston with some supplies and in May took his departure from Machias with a party of 43 men in whale boats and canoes. They arrived at St. John in safety and effected a landing. Allan appears to have gone at once to Aukpaque, an Indian settlement above Fredericton, where he engaged in conferences with the inhabitants and the Indians, leaving a detachment at the mouth of the river,

who made their head quarters at Simonds' House at the foot of Fort Howe. On Monday, the 23rd June, the British war sloop *Vulture* entered the harbor and Allan's men were at once attacked. The latter being protected succeeded in inflicting some loss on the British as they landed from their boats, six of the latter being killed and wounded out of a force of forty men. A few days latter the British war ship *Mermaid* arrived, and on the approach of this additional force the rebels fled to the woods, where from their knowledge of the country, they expected to be able to maintain themselves. This, however, Capt. Hawker, who commanded the British, resolved to prevent, and he was about making dispositions of his forces to dislodge them, when a detachment of 120 men from Fort Cumberland landed and took them in flank. The main body of Allan's party retreated to Grand Bay, where their boats were, and Capt. Dyer, who was left with a rear guard of 12 men to observe the motions of the British, was so closely pursued that he had three men killed and two wounded. Allan's force then retreated up river, the British pursuing them. Allan, who had succeeded in gaining the good will of the Indians and promises of aid from them, was on his way to the mouth of the River, when he met his retreating force, in five boats. He at once turned and fled with them, and on the 1st July arrived at Maugerville. On the following day he reached the Indian settlement of Aukpaque where he had been received with so much ceremony and consideration by the savages a short time before. There all was terror and confusion for the British were still in pursuit. The Indians abandoned their settlement for the time and fled and the sequel was that Allan, abandoned by his Indian allies and with his own men on the verge mutiny, had to make a hasty retreat to Maine, by way of Eel river and the Scoudac Lakes, arriving at Machias Aug. 2nd, 1777. Thus ended this bold attempt to gain possession of the River St. John.

On the 24th September, 1777, Mr. Franklin, the Indian Commissioner, made a treaty with the Malicetes and Micmacs at Fort Howe, St. John, and from that time the Nova Scotia Government experienced no difficulty with these tribes. The post at Fort Howe was held by a small force under the command of Capt. Studholm. He commenced the export of masts from St. John for the use of the navy, and the first cargo of these arrived at Halifax Nov. 22nd, 1780. During the following winter a second cargo was got ready at St. John, consisting of upwards of 200 sticks for masts, spars and bowsprits, and they were shipped on board a transport in May, 1781. These operations, inconsiderable as they were, naturally drew workmen to St. John, and mark the beginning of the trade of this now busy city. New England privateers were, however, very active on our coast at

that time and threatened to strangle the infant commerce of our port. In May 1781 they captured a schooner belonging to Capt. Sheffield, laden with goods for St. John, but she was retaken by a volunteer force from Cornwallis. In 1782 the cutting of spars on the River St. John went on without interruption, and the settlements continued to grow in population. In this year St. John had become a port of entry, James White being the first collector of customs. The tonnage which entered St. John during that year amounted to 144 tons, and the vessels which cleared amounted to 185 tons. As a matter of curiosity, we append a list of the vessels which entered and cleared at St. John in that year :

VESSELS ENTERED AND CLEARED AT THE PORT OF ST. JOHN IN 1782.

<i>Entered.</i>	<i>Tons.</i>	<i>Cleared.</i>	<i>Tons.</i>
Rosanna,.....	17	Rosanna,.....	17
Betsy,.....	10	Peggy,.....	8
Escape,.....	10	Betsy,.....	10
Polly,.....	10	Escape,.....	10
Sally,.....	10	Polly,.....	10
Lark,.....	18	Sally,.....	10
Ranger,.....	12	Lark,.....	18
Prosperity,.....	10	Ranger,.....	12
Unity,.....	10	Prosperity,.....	10
Speedy,.....	7	Unity,.....	10
Little Tom,.....	30	Little Tom,.....	30
		Monaguash,.....	30
Total tonnage,.....	144	Total tonnage,.....	185

Such was the shipping of St. John less than a century ago. A tolerably correct idea of the state of the settlements on the St. John River at the close of this year, may be gathered from a letter written by Amos Botsford, an agent for the Loyalists, who had been examining the country with a view to settlement. He says the inhabitants of the St. John River are "computed to be near a thousand men able to bear arms." He says also "the settlers are chiefly poor people who come here and get their living easily. They cut down the trees, burn the tops, put in a crop of wheat or Indian corn, which yields a plentiful increase. These intervals would make the finest meadows. The uplands produce both wheat of the summer and winter kinds, as well as Indian corn. Here are some wealthy farmers, having flocks of cattle, The greater part of the people, excepting the township of Mangerville, are tenants, or seated on the bank without leave or license, merely to get their living."

The year 1783 was the most memorable of any in the history of St. John, for it was the year of the landing of the Loyalists. But for them St. John might have struggled on for years through a protract-

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ed and sickly infancy, but the coming of the Loyalists brought it, in a few short months, from the dimensions of a hamlet to those of a respectable town. The war between Great Britain and her colonists was over, and the latter had gained their independence. Had they been wise they would have tempered their triumph with moderation; they would have encouraged those who had espoused the Royal cause to remain and assist in building up the new nation which they had founded. Instead of this, they committed one of the most stupendous acts of short sighted folly ever perpetrated by a people. They passed edicts of banishment against the persons, and acts of confiscation against the estates, of the Loyalists. They drove them out, poor in purse indeed, but rich in experience, determination, energy, education, intellect and the other qualities which build up states, and with their hearts fired and their energies stimulated with hatred of republicanism; they drove them out 70,000 strong, to build up a rival nation at their very doors, to found new communities in British America, destined to grow before a century had elapsed into a great dominion, which would never have had an existence but for the rash folly of those who persecuted the Loyalists.

Early in the spring of 1783 the emigration of the Loyalists from the United States commenced, and the first ship load arrived at St. John on the 19th May. Twenty vessels arrived between the 10th and 18th May. The names of these vessels were, the *Camel*, Capt. Tinker; the *Union*, Capt. Wilson; the *Aurora*, Capt. Jackson; the *Hope*, Capt. Peacock; the *Otter*, Capt. Burns; the *Spencer*; the *Emmett*, Capt. Reed; the *Thames*; the *Spring*, Capt. Cadish; the *Bridgewater*; the *Favorite*, Capt. Ellis; the *Ann*, Capt. Clark; the *Commerce*, Capt. Strong; the *William*; the *Lord Townshend*, Capt. Hogg; the *Sovereign*, Capt. Stuart; the *Sally*, Capt. Bell; the *Cyrus*; the *Britain*; and the *King George*,—twenty ships in all. These ships were all from New York. The Spring was wet and cold, and no houses or accommodations being provided for them, the Loyalists did not land until the 18th May, a day that should never be forgotten by their descendants, or by the inhabitants of the city which they founded. These men were expatriated, exiles, men whose property had been confiscated,—who had lost their all for a principle,—men without a country. Yet among them were some of the keenest intellects of the revolted colonies, the great lights of the law and of the church, and the men who had filled high offices under the old order of things in New England and New York. Some had fought through the war in regular or partizan corps; others had not; all were not equal in merit, but all were involved in one common ruin.

When the Loyalists reached St. John, civilization had made such small advances against the rugged might of nature, that with the ex-

ception of a small clearing about Fort Howe, the whole site of the present city and of Portland was a dense forest. It was rocky and rough too beyond the ordinary rudeness of a wilderness, and we who have seen with what Titanic labor streets have been hewed through the rocks in St. John, can form some idea of the forbidding appearance it must have presented to those exiled and dispirited people who first undertook to found a city here. The Loyalists landed on the 18th May, the landing, in most cases, being effected at Lower Cove, near the old Sydney Market House.

A few log huts were the only buildings at that time on the site of St. John, and the first care of the Loyalists was to provide shelter for themselves. Temporary sheds were at first erected, and afterwards residences of a more substantial character. The first fleet of ships brought upwards of 3000 Loyalists to St. John, so that the task of providing sufficient accommodation for so many was no light one. Large numbers also arrived in subsequent vessels in the course of the summer and autumn. They seem to have entered on their task with great industry and alacrity, and long before the arrival of winter, comfortable provision had been made for the sheltering of all who arrived. Most of the dwellings erected were built of logs, and the first framed house finished by the Loyalists was a place of worship. It was erected on a lot (No. 121) on the east side of Germain Street, about mid-way between Queen and Duke streets. It was used by the Episcopalians until Christmas day 1791, when Trinity Church was first opened, and subsequently, as a place of worship, by the Methodists and Baptists. The Courts and the meetings of the Common Council were also held in this building until 1798.

The Governor of Nova Scotia at the time of the arrival of the Loyalists was John Parr, Esq., and St. John was at first named Parrtown, after this gentleman. The town was laid out in lots and granted to the Loyalist families residing here, there being 1184 grants in one grant at St. John and 93 in another.

Great jealousy soon arose among the Loyalists with regard to this matter of granting lands in the new colony. In August, 1783, the dissatisfaction was so great at Saint John that four hundred persons had signed an agreement to remove to Passamaquoddy. The exact reasons for the dissatisfaction which existed, are at this day a little obscure; but there is no doubt that the undue partiality shown to some Loyalists of wealth and position, to the detriment of others who had suffered equally from the result of the war, lay at the foundation of the troubles. Abijah Willard, who settled in the Parish of Lancaster, and fifty-four others, addressed a petition to Sir Guy Carleton, asking for extensive grants in Nova Scotia. They represented that their position in life had been very respectable, and that previous

to the Revolution, they had possessed much influence. They, therefore, asked for grants of land in Nova Scotia of the same extent as had been given to field officers. This petition was made public at St. John, and caused much excitement. Many people declared their pulses beat too high for them to become the tenants or vassals of the worthy fifty-five. It is pretty evident that our fathers were no more free from political troubles than their descendants are at the present day.

The population of the Province of New Brunswick towards the close of the year 1783, was estimated at 11,457. Upwards of 1200 more Loyalists had arrived from New York in November of that year. City lots in Parrtown were worth from \$2 up to \$20, according to locality; but real estate, owing to the great influx of people, had at that time attained a fictitious value, which it afterwards lost. The lot on which the *Daily Telegraph* newspaper office now stands, was sold in 1786 to Dr. Adino Paddock for five shillings. It would now be cheap at ten thousand dollars. The date of the original plan of survey of Parrtown, is August 6th, 1784. It is signed by Governor Parr, Paul Bedell, Deputy-Surveyor, and Gilfred Studholm, Superintendent.

The first winter spent by the new settlers was a severe one, and many died. There is no record of the first Loyalist death in St. John; but the first man married was Andrew Stockton, and the fact is duly recorded on his tombstone. The year 1784 was rather an eventful one. The agitations, with regard to the granting of land, continued at St. John, and a new one sprung up demanding a separation from Nova Scotia. Even in Nova Scotia proper, at this time and long afterwards, there were brisk contests between the Loyalists or new comers, and the old settlers. In August, of this year, information was received from England that that portion of Nova Scotia north of the Missequash was to be erected into a new Province by the name of New Brunswick.

On Friday, the 18th June, 1784, the first of these calamities by fire, which have been so destructive in St. John, took place. Eleven houses were burned, the sufferers being chiefly discharged soldiers of the 42nd Regt. On the same day seven houses were consumed at the falls, and a woman and child burnt to death.

In August, of this year, Nehemiah Beckwith, afterwards a resident of Fredericton, built a scow or tow-boat to ply between Parrtown and St. Ann's, the first attempt to establish regular communication between the two places. From such an humble beginning did the great traffic now moving on the St. John River take its rise.

In October, Mr. Thomas Carleton, the Governor of the new Pro-

vince of New Brunswick, arrived at Halifax with his family from London, in the *Saint Lawrence*, Capt. Wyatt, after a passage of eight weeks. On Sunday, the 21st Nov., at 3 o'clock in the afternoon, he arrived at St. John with his lady and family, having crossed the Bay from Digby in six hours in the sloop *Ranger*, Cornelius Hatfield master. He received an enthusiastic welcome from the Loyalists. A salute of seventeen guns was fired from Lower Cove Battery as the *Ranger* entered the Harbor; and, as he landed, a similar salute was thundered from Fort Howe. A great concourse of the inhabitants received him with shouts of welcome, and escorted him to the house of Mr. Geo. Leonard, corner Union and Dock streets, which had been fitted up for his reception. On his entering the house, the crowd gave him three cheers, and cries of "long live our King and Governor." On the following day his commission was read, after which he was sworn in as Captain General and Commander in Chief. On the same day, Duncan Ludlow, James Putnam, Abijah Willard, Gabriel G. Ludlow, Isaac Allan, William Hazen and Jonathan Odell were sworn in members of His Majesty's Council, and its first meeting was held. The new Governor was addressed by the inhabitants, who called themselves "a number of oppressed and insulted Loyalists," and congratulated him on his arrival "to check the arrogance of tyranny, crush the growth of injustice, and establish such wholesome laws as are, and ever have been, the basis of our glorious constitution." They added that they were formerly freemen, and again hoped to be under his auspices. The friends of a Maritime Union will note with what resentful feelings the Provinces of New Brunswick and Nova Scotia were separated. Five days after this first meeting of the Council, Gifford Studholm was sworn in and took his seat, and on the 4th Dec. Edward Winslow. In July, 1786, the number was further increased by the appointment of Joshua Upham and Daniel Bliss. The first Chief Justice of New Brunswick was George D. Ludlow, and the assistant judges were James Putnam, Isaac Allan and Joshua Upham. All were sworn in on the same day,—the 25th November, 1784. The Supreme Court was opened for the first time in New Brunswick on Tuesday, Feb. 1st, 1785. It met in the building on Germain Street already referred to, which the Loyalists built for public worship. The Hon. George D. Ludlow and Hon. James Putnam were on the bench. After the formal opening of the Court, the Commission appointing the Judges was read, and also the appointment of Ward Chipman as Attorney General, and of Colin Campbell as Clerk of the Courts. The first Grand Jury were as follows:

Richard Lightfoot, John Kirk, Francis Deveber, John Camp, Wm. Harding, John Colville, Henry Thomas, John Hazen, John Smith, Munson Jarvis, John Boggs, Oliver Arnold, Caleb Howe, David Mel-

ville, Isaac Bell, Richard Bonsall, Jas. Ketchum, Luke D. Thornton, Anthony Narraway.

On Feb. 3rd, a true bill was found against Nancy Mosley for the murder of John Mosely. The prisoner was arraigned, tried, and found guilty of manslaughter the same day, and the petit jury on that occasion, the first empanelled, were as follows :

Frederick Devoe, George Wilson, Abel Flewelling, Samuel Tilley, John Wiggins, Forbes Newton, Casper Doherty, James Picket, John Cooke, James Suvener, Jesse Marchant, Jeremiah Worden.

On the same day, Michael and Abraham Mings, mulattoes, were found guilty of burglary, the latter being recommended to mercy. On the 4th, Peter A. Korman was found guilty of highway robbery, and Peter Thatcher of grand larceny. On the day following, which was Saturday, Nancy Mosely, who prayed the benefit of clergy, was sentenced to be branded on the left thumb with the letter M, and discharged. On the same day the first capital sentences were pronounced : Peter A. Korman, Abraham Mings, Michael Mings and William Thatcher, being sentenced to be hanged "on Friday night, between the hours of eleven and one o'clock." Thatcher and Abraham Mings were afterwards pardoned, on condition of leaving the Province ; the other two were duly hanged on "Gallows Hill," the height of land overlooking the Mill Pond to the eastward of Fort Howe. Thus was usual Anglo-Saxon desire to exemplify the advanced state of civilization which the Province had attained, by hanging somebody, satisfied.

The first civil trial was held in St. John Oct. 5th, 1785,—Chief Justice Ludlow, with Justices Putnam and Allen being on the Bench. The action was brought by Alexander Hackett against Thomas Hanford and Bradford Gilbert. William Wylie and Elias Hardy were the plaintiff's lawyers, the defendants' were Amos Botsford and Ward Chipman. The plaintiff got a verdict, with damages assessed at £12 10s. This first civil jury was composed as follows :

James Linton, James Clarke, John Kennedy, John Marston, Andrew Bowman, Samuel Dodge, Kenneth McKenzie, Thomas Thomas, John Sharp, William Ellison, Andrew Rogers, Elias Skidmore.

In February, 1785, Governor Carleton selected St. Ann's Point as the future seat of government of the Province, and Douglas Campbell was directed to survey the town platt there, the place to be called Fredericton, after the Bishop of Osnaburg. On the 18th May, 1785, Parrtown and Carleton were, by Royal Charter, erected into a city, to be called the City of St. John. The new city was bounded "by a line to commence and beginning near Fort Howe, at Portland Point, at low water mark, and thence running a direct line to a small point or ledge of land at the causeway by the old saw mill ; thence east north-

east until a direct line shall strike the creek running through Hazen's marsh on the east side of the eastern district aforesaid; thence along the course of the said creek to its mouth; thence by a line running south, nineteen degrees west, into the Bay, until it meets a line running east from the south point of Partridge Island, and along the said line to the said point; thence by a direct line to a point on the shore, which is at the south-east extremity of a line running south forty-two degrees east from the River St. John to the Bay of Fundy, and terminating the town lots of the western district aforesaid; thence along the said line north forty-two degrees west to the River St. John aforesaid, and continuing the said course across the said river until it meets the opposite shore, and from thence along the north shore of the said river at low water mark to Portland Point aforesaid."

The city was divided into six wards, King's, Queen's, Sidney, Duke's, Guy's and Brook's, each of which were to be represented by an alderman and an assistant. The civic officers appointed and named in the charter were: Gabriel G. Ludlow, Mayor; Ward Chipman Recorder; Bartholemew Crannell, Common Clerk; George Leonard, Thomas Menzies, William Paine, William Pagan, Stephen Hoyt and John Holland to be Aldermen; and John Colwell, Munson Jarvis, Richard Seaman, Fitch Rogers, John Ness and Adino Paddock to be Assistants. George Leonard was appointed Chamberlain and Treasurer; James Stewart and Amos Arnold, Marshals; Ebenezer Holly, High Constable; Lodwick Cypher, James Birmingham, Philip Henriques, Jas. McNeal, William Cooper and John McGill, Constables. John Hazen was appointed Coroner, and William Sandford Oliver, Sheriff. On the same day the City and County of St. John received its charter and in July of the same year, charters were granted to Westmoreland, York, Charlotte, Northumberland, King's, Queen's, and Sunbury, which, with St. John, are the eight original counties into which the Province was divided.

On the 11th October, 1785, the first number of the *Royal Gazette and New Brunswick Advertiser* was published at St. John by Christopher Sower, King's Printer. This was the first weekly paper published in New Brunswick. In this year, too, Wm. Cobbett, a man afterwards widely famed as a newspaper writer, came to St. John from England as a recruit to join the 54th Regiment; then stationed at Fort Howe, and it was here he met with the Sergeant's pretty daughter, who became his wife. The blockhouse on Fort Howe was at that time, for want of a more suitable building, used as a gaol. The elections for members to sit in the first New Brunswick General Assembly, were held in Nov., 1785, and in St. John were signalized by great riots. The members elect for St. John City, were Stanton Hazard and John McGeorge; for the County of St. John, William

Pagan, Ward Chipman, Jonathan Bliss and Christopher Billop. The Democratic element evidently had it all its own way in the city; but it was otherwise in the County.

The first Parliament of New Brunswick met in St. John on the 3rd January, 1786, in the "Mallard House," which was on the north side of King Street, on the second lot below Germain. Amos Botsford was chosen Speaker of the House, and G. D. Ludlow, the Chief Justice, the President of the Council. The first Clerk of the House was William Paine. The number of acts passed at this first session was sixty-one, and they will compare favorably with those of any session held since then.

In this year, St. John made considerable advances in the appliances of civilization, although it had, as was to be expected, lost many of its original inhabitants, who merely made it a temporary abiding place until they could select lands in the country in which to settle. General Benedict Arnold, the traitor, was then a resident here, and had a lumber yard near the old Fort on the Carleton side. His residence was on the south side of King street, below Canterbury street. He was the first shipowner of any pretensions in St. John, and on the 1st June, 1786, we read that "an entire new and most noble ship called *Lord Sheffield*," and built for Benedict Arnold, came through the Falls. In the same *Royal Gazette*, June 3rd, it is announced that the corporation having purchased two fire engines for the use of the city, and having directed one to be kept at the Market Place, Upper Cove, the other at the Market Place, Lower Cove, those who incline to join the two engine companies will leave their names with Mr. Munson Jarvis and Mr. John Colvill, merchants. On the 11th July, the schooner *Four Sisters* is advertised to sail from St. John to Fredericton every Tuesday, wind and weather permitting. So here we have a wonderful advance on Mr. N. Beckwith's scow of two years before. Shipping did not trouble the harbor of St. John much in its infant days, and the Loyalists could only solace each other with the utterance of the prophetic hope, that "ships will come here from England yet."

In Feb., 1787, a post sleigh commenced to run between St. John and Fredericton. There being no roads, the ice on the river was made available as a highway. The enterprising proprietor of this conveyance was L. Merecreau, evidently a Frenchman. On the 13th of the same month, the second meeting of the Legislature, and the last held in St. John, took place. The acts of this session were twelve in number, the principal one being an act to establish the Provincial Militia. In August of this year, the Lord Bishop of Nova Scotia, after administering confirmation to a great number of persons, laid the corner stone of Trinity Church. It was opened for public worship on

Christmas day, 1791, and still stands as a monument of the religious zeal of the Loyalists, adorned with the same Royal coat of arms which they brought with them from Trinity Church, New York, when the British army evacuated that city in 1783. The first Rector of St. John was the Rev. Mr. Bissett.

On the 15th July, 1788, the Provincial Legislature was, for the first time, convened at Fredericton, where its sessions have ever since been held. St. John lost nothing by ceasing to be the capital, and Fredericton made a gain. For some years after this the annals of St. John are scanty enough. The progress of a town in population and wealth is generally of so gradual a character as to leave no special points which the historian can take hold of, and this was notably the case with St. John, which, after the first burst of activity caused by the arrival of the Loyalists, for some years, must have progressed very slowly. In some remarks on Nova Scotia and New Brunswick, said to have been written by the Surveyor General of the former Province, which appear among the transactions of the Massachusetts Historical Society for 1794, it is said of St. John: "Its streets are regular and spacious, and there are many decent well-built houses. It contains about one thousand inhabitants." I assume this paper, which bears no date, to have been written about the year 1790.

In 1793, war broke out between Great Britain and France, a war which, with two short intermissions, was destined to last for two and twenty years. A Provincial Regiment was at once raised in New Brunswick, of which Governor Carleton was Colonel and Beverly Robinson Lieut-Colonel. On the 6th May, intelligence was received here of a French privateer of 10 guns with 45 men cruising in the Bay of Fundy, and a night patrol was established. Capt. Robt. Reed, with a party of "Independent Volunteers," took the first round of duty. Another guard-house was ordered to be fitted-up for the watch and a double guard placed on Lower Cove Battery. This work was then considered a formidable one, its guns being 18-pounders, and it was believed no enemy's ship could pass it. It was proposed to fit out a vessel and cruise after the Frenchman. A large privateer sloop was fitted out at St. John and sent out under Capt. Thomas, but the Frenchman prudently kept out of the way.

In May, 1794, occurred the highest freshet ever known in the St. John. In June, Prince Edward, Duke of Kent, the father of Queen Victoria, visited the Province. He left Halifax on the 14th, and sailed from Annapolis on the 16th in the *Zebra* sloop of war. At St. John he was received by a Captain's guard of the King's New Brunswick Regiment.

Attended by Governor Carleton, he hastened on to Fredericton, where he arrived on Saturday evening, the 21st. From the river

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bank where he landed, the road was lined by the troops in garrison and by Capt. Jarvis' Fredericton Militia, and the town was illuminated. Next morning, notwithstanding the sacred character of the day, Royal salutes were fired, a levee held, addresses presented by H. M. Council for the Province and the inhabitants of the County of York, and the King's New Brunswick Militia were inspected. Early on Monday morning, the Prince and Governor Carleton embarked again, and, passing through the falls, reached St. John at 2 P. M. On Tuesday, the 24th, the Prince inspected the batteries and the ordnance stores; and at 3 P. M. held a levee at the house of Mr. Chipman, the Solicitor General, which was crowded with the chief citizens and the officers in garrison. His grandson, the Prince of Wales; was entertained in this same house, which is still standing, after an interval of more than sixty years. The Duke of Kent, who seems to have been in an enormous hurry, left St. John in the *Zebra*, the same evening, amid the salutes and cheers of the inhabitants and the firing of guns from the batteries.

In 1793, there was considerable fear of French attacks, both in St. John and Halifax, and the Provincial Regiment was ordered from Fredericton to St. John. Privateer vessels, sailing under French colors, were at this time making havoc among the merchant vessels of New Brunswick and Nova Scotia. The House of Assembly addressed the Lieutenant-Governor on the subject of procuring cruisers or guard ships to be stationed in the Bay of Fundy. Additional defences were also erected at St. John, at the instance of the Lieut. Governor, which the House refused to vote money to pay for. William Campbell was, in this year, appointed Mayor of St. John, an office which he continued to hold for more than twenty years. In this year, also, a grist wind-mill was erected on King Square on the lot on which the Hazen House now stands. The enterprize was abandoned in 1800.

In 1796, the commissioners, under the 5th article of the Treaty of Ghent, to determine which was the true St. Croix, were appointed. Ward Chipman of St. John was appointed Agent on the part of His Brittanic Majesty, and E. Winslow Secretary of the commission. In 1798, the commissioners gave their decision, which was that the Scoudac was the true St. Croix of Champlain.

In April, 1798, a severe ice freshet in the River St. John caused much destruction on its banks. Nothing else of much moment is recorded of this year. In 1799, the Duke of Kent, who had been in England for his health, returned to Nova Scotia, and the corporation of St. John sent him an address of welcome. The people of New Brunswick this year also showed their patriotism by subscribing £3,085 sterling, as a voluntary contribution to the military chest for 1798.

Prior to the beginning of the nineteenth century, it was not unfrequent to see negro slaves advertised for sale in the *Royal Gazette*. Finally, the legality of slavery was tested before the Supreme Court. On Feb. 18th, 1800, the Supreme Court divided equally on this question, the Chief Justice and Judge Upham holding slavery to be legal in this Province, and Judges Saunders and Allen considering slavery to be illegal. It was in this year that the first proposal was made of a survey for a canal to connect the St. Lawrence and the Bay of Fundy, a work which, though recently delayed by the jealousy of Halifax, is destined in a few years to be an accomplished fact and of enormous benefit to St. John.

In 1800, the war with France was going on with as much vigor as ever, and the 4th July of that year a public fast was proclaimed in this Province on account of it. In 1801, most of the counties received grants to aid them in erecting court houses and gaols.

In this year the Duke of Kent interested himself regarding the construction of a road between Halifax and Quebec. The famous St. John dog tax act was also passed in this year, the money realized therefrom to be for the support of the poor. The roads of New Brunswick about this time seem to have been in a bad way, for in January, 1803, D. Campbell reported that there were not ten miles of road in the Province fit for a wheel carriage, except in the County of Sunbury. In this year a change was made in the boundary lines of the several wards on the east side of the harbor.

In 1805, the Public Grammar School in St. John was incorporated and the college of New Brunswick established at Fredericton. There was also a public fast this year. The crops had largely failed, owing to early frosts. The freedom of the city of St. John was voted to Lord Sheffield for the services he had rendered the trade of the country.

Early in January, 1806, the news of Nelson's great victory at Trafalgar reached St. John and caused great rejoicing. Admiral Collingwood's despatches were published in the *Gazette* of January 13th. A ball was held at Cody's Coffee House in honor of the event, which was attended, to use the language of the *Gazette*, by a "great assembly of beauty and fashion." There were also celebrations at Norton and Kingston, attended by the inevitable dinner and the drinking of the usual loyal toasts. At this time the assize of bread was regulated by the Mayor, and it may be of interest to the present inhabitants of St. John to know that in 1816 the sixpenny wheaten loaf was required to weigh 14lb. 13oz., and the sixpenny rye loaf 2lbs. 4oz. Wheat bread is a good deal cheaper in these degenerate days, and we have given up eating rye bread.

In 1806 the good people of St. John seem to have been under a good deal of anxiety with regard to the war with France, for, in January of that year, an order was passed that no vessel or boat should be allowed to leave the harbor of St. John without the countersign. On February 12th, Gabriel G. Ludlow, the first Mayor of St. John, died, and was buried in Carleton. He had been President and Commander-in-Chief of the Province from the year 1803. In June, Captain Shore, with two companies of the New Brunswick Fencibles, was sent to garrison Sydney, C. B. Among the wonderful events of this year may be mentioned an accident, which happened to the St. Andrews packet *Speedy*. While lying at anchor, a whale, or some other sea-monster, fouled itself in her cable, and actually dragged her from her anchorage for a distance of more than three miles, to the infinite consternation of those on board.

In June, 1809, the 101st Regiment, which had been in garrison at St. John, was sent to the West Indies, and part of the New Brunswick Regiment was sent to St. John to take its place. During the Summer, the troops were employed in making a road from Fredericton to St. John. On October 16th, 1809, a negro wench, named "Nancy," was advertised for sale in the *Royal Gazette*, by Daniel Brown, and a good title guaranteed; so that at that time slavery was still deemed to exist in New Brunswick.

In 1811 everything pointed to a war between Great Britain and the United States. The New Brunswick Fencibles were, in February 18, gazetted as His Majesty's 104th Regiment, the first Colonial Regiment of the line. On October 1st five Commissioners of Customs, for a special Revenue enquiry, arrived at St. John, and on the same day an order in Council was passed proclaiming St. John a free port. On the 30th October the Freedom of the City was granted to Lieutenant-Colonel McCarthy of the Royal Artillery, who was about to leave the Province.

In 1812 the long impending war came. War was not formally declared by the United States against Great Britain until June 18th, but the Colonists had made preparations for it long before. A public fast was proclaimed in New Brunswick, but, while the people were praying, they were also sharpening their swords. On the 9th of March an act was passed appropriating the sum of £10,000 to His Majesty in defence of the Province. This was a handsome donation, for the total revenue of New Brunswick at that period was only £6,000. On the same day an act was passed, "to encourage the erection of a passage boat, to be worked by steam, for facilitating the communication between the City of St. John and Fredericton. This act gave certain persons the exclusive privilege of navigating the St. John by steam for ten years,

United States privateers soon began to swarm on the coast, and the St. John people went into privateering on their own account. A large number of men-of-war also cruised in the Bay of Fundy, so that between the arrival of prize vessels and the excitement attending the news from the seat of war, matters were kept pretty lively in St. John. The people on the borders of New Brunswick, on both sides of the line, took no part in the contest, and this wise neutrality, while it prevented useless bloodshed, also left no bitter memories after the war was over. General Smyth, the Administrator of the Province, on the 3rd of July issued a proclamation forbidding any one under his command from offering any molestation to the United States people living on the frontier of New Brunswick, or interfering with their goods or their coasting vessels. It may be stated in passing, that the war was not only very unpopular in Maine, but throughout the whole of New England. When the declaration of war reached Boston, all the vessels in the port, except three, immediately hoisted their colors half mast, and the people soon compelled the three to follow the example of the others. On the Canadian frontier and on the sea, however, the conflict was maintained with vigor. Towards the close of this year various defensive works were erected at St. John, Fort Frederick was repaired and strengthened, and batteries erected on Partridge Island and other points, and a prominent pentagonal work was proposed to be erected at the mouth of the Nashwaak. A shocking occurrence happened on the 5th December, 1812, which deeply concerned the people of St. John. H. M. brig of war *Plumper*, bound from Halifax to St. John, was wrecked near Dipper Harbor, and upwards of fifty persons, on board of her, drowned. She was a 12-gun brig, was commanded by Lieut. J. Bray, and had \$70,000 in specie for St. John. This was probably the most fatal shipwreck that ever took place in the Bay of Fundy.

There was, at this time, a demand for more troops in Western Canada, and accordingly the New Brunswick Regiment, the 104th, was ordered to march overland to Quebec. They left St. John under the command of Major Drummond on Feb. 11th, 1813, the people helping them out, as far as the roads were passable, with sleighs. Beyond that the journey was performed on snow shoes. This march, considering the season of the year and the character of the country traversed, must take its place among the greatest marches recorded in history. It is safe to say that such a march could not have been performed by any other men but the hardy forest pioneers of Northern America. The Regiment reached Quebec as compact and perfect as when it left St. John, without losing a man. Arnold lost more than three hundred on the shorter route by the Kennebec, and during a mild season of the year; yet Arnold's march has been lauded as a wonderful proof of

the vigor of the Continental troops in 1775, while this great march of the sons of the Loyalists is scarcely ever mentioned. For the purpose of rescuing some of the names of the men of the 104th from the fate of being forgotten by their own countrymen, I append the following list of the officers of the 104th Regiment, copied from the Edinburgh Almanac and Imperial Register for 1813. No doubt it represents almost exactly the officers of the Regiment at the time the march was made :

Colonel, M. Hunter; *Lt-Colonel*, Alex. Halkett; *Majors*, Wm. Drummond, Robert Moodie; *Captains*, Thos. Hunter, G. V. Gerau, R. Leonard, John Maule, A. G. Armstrong, George Shore, P. Denniss, Wm. Procter, W. B. Bradley, E. Holland, R. R. Loring; *Lieutenants*, H. H. Carmichael, George Jobling, Andrew Rainsford, Chas. Rainsford, — Shaffalisky, J. M'Kinnon, James De Lancey, Wm. B. Phair, — Carmichael, L. Basserer, Thomas Leonard, C. D. Rankin, Samuel Rigby, T. B. Sutherland, Alexander Campbell, H. N. Moorson, Andrew Playfair, George Croad, J. Le Conteur, A. C. M'Donnell, R. J. Ireland, Fowk Moore, Henry Long, James Gray, E. W. Solomon; *Ensigns*, James Miller, S. Graves, Charles Jobling, J. A. M'Laughlan, James Coyne, Wm. Martin, James Coates, — Considine, F. H. Cumming; *Adjutant*, G. Jobling; *Quarter-master*, J. M'Donald; *Surgeon*, W. D. Thomas; *Assistant Surgeons*, T. Emerson, W. Woodforde; *Agent*, Mr. Ridge.

The departure of the 104th Regiment left St. John somewhat bare of troops, although their places were in part supplied by the 2nd Battalion of the 8th Regiment which remained here. In compliance with the wish for more arms, Sir George Prevost sent from Halifax ten 24-pounders for the batteries on Partridge Island and 1000 stand of muskets, by the store ship *Diligence*, but this vessel was driven ashore in a snow storm on Beale's Island, to the westward of Machias. The vessel and what was saved of her cargo fell into the hands of the enemy. About this time a New Brunswick Fencible Regiment was raised by General Coffin for the defence of the Province, and considerable numbers of militia-men from Westmorland and other counties, were brought to St. John to assist the regulars in garrison duty.

On Monday, the 23rd day of May, 1814, the news arrived at St. John of the entry of the Allied Sovereigns into Paris and the abdication of Napoleon. Great rejoicings followed. An ox was roasted whole in King Square and the city was illuminated. The Treaty of Paris, signed on the 30th of the same month, brought the long period of war with France to a close. The war between Great Britain and the United States was brought to a close a few months later. The conclusion of this war brought a curious immigration to St. John. Many of the black slaves in Maryland and Virginia had availed themselves of the presence of the British Navy in Chesapeake Bay and had taken

refuge on board the English men-of-war. Three hundred of these emancipated slaves arrived at St. John on the 8th June, 1815, and the people here was a good deal puzzled how to dispose of them. They were, subsequently, settled at Loch Lomond, where their descendants are still numerous.

News of the total defeat of Bonaparte at Waterloo was received at St. John towards the close of July, and of course the people rejoiced as loyal citizens should. A patriotic fund was raised in all the colonies, as well as in the mother country, for the families of the slain and of the severely wounded in that great battle. The large sum of £1,500 was subscribed in St. John, the first sixteen names on one list opened here giving £470. A theatrical performance was given in the old theatre at the corner of Drury Lane and Union street, which realized £20. That was the last time the building was used for theatrical purposes.

Towards the close of 1815, orders were received to disband the New Brunswick Regiment of Fencibles, which had been raised by General Coffin, and they were disbanded accordingly, on the January following.

On February 12th, 1816, the first advertisement of a steamboat to be run between St. John and Fredericton, was published in the *Royal Gazette*, and on the 11th of April the steamboat *General Smyth* was launched at St. John. She was owned by J. Ward, R. Smith, H. Johnston and P. Frazer, and a considerable degree of diligence seems to have been exhibited in fitting her out, for she arrived at Fredericton on her first trip on the 21st May.

The crops this year all failed, the failure being the worst since 1805. On the 2nd February, 1817, General T. Carleton, who had been Lieutenant Governor of the Province since its first inception, died in England at the age of 81. General Smyth became Lieutenant Governor in his place. On the 19th February, the New Brunswick Regiment, the famous 104th, was reduced. In this year a meeting was held in St. John for the purpose of establishing a national school. This year the population of New Brunswick was estimated at 35,000. It was in this year also that the first brick house was erected in St. John,—the building on the corner of Germain and Church streets, now occupied by Dr. Ring.

The following winter was a severe one, and Halifax harbor was closed by ice for thirteen days. During the Spring of 1818, the first pine logs were brought down the St. John from above Grand Falls, and it was in this year that citizens of the United States first began to assert territorial claims on the Madawaska and Upper St. John.

About this time immigrants began to arrive in considerable numbers. In June, 1819, about 3,200 immigrants, mostly disbanded

soldiers, landed in St. John. An Emigrant Register Office was established here in October of that year, and for some years after that time the number of immigrants who annually came to St. John was large. It was the beginning of a period of great commercial prosperity, of abnormal growth, which well nigh ended in utter ruin.

On the 31st December, 1819, St. John was visited by a tremendous storm, which wrecked many vessels in the harbor. On the 28th March, 1820, the Bank of New Brunswick was established. This institution, after an interval of fifty-five years, still exists, with greatly increased capital and augmented prosperity. The trade of St. John was increasing so fast, that in October of this same year there were about a hundred square rigged vessels in St. John harbor. In 1822 the first cargo of deals was sent to England.

In 1824 there was a great fire in St. John, which destroyed much property. In this year, which was one of great inflation and suppositious prosperity, a steamer was started to ply between St. John and Passamaquoddy. In this year the first census was taken, and the population of the Province was found to be 74,176. The population of St. John County at this time was 12,907; that of Northumberland was considerably more, amounting to 15,828.

The great event of the year 1825 was the Miramichi fire, one of the greatest calamities that ever befel a people; but it does not belong to the history of St. John. In March, 1826, a great and destructive fire took place in Indian town. The year 1826 was a sickly one in St. John, and, in a financial point of view, the most disastrous the city has ever known. Hundreds were ruined by the reaction in England after the speculative years 1824 and 1825, and much Colonial timber was sold for less than it had cost to convey it across the Atlantic. It was long before St. John recovered from the disasters of 1826. In 1827 steam navigation between St. John and Digby was commenced, and has been continued to the present time. In December, 1828, the Court House on King Square was completed, a building of which the people of this city were then justly proud, for it was an ambitious departure from the prevailing order of architecture. Our forefathers having, unfortunately, got it into their heads that the city would never extend beyond King Square, put about one third of the Court House on the street, which will necessitate its removal some of these days.

In 1831 the steamer *Henrietta* began to ply between St. John and Annapolis, and on December 20th of that year there was a very destructive storm in the Bay of Fundy. In January, 1832, Partridge Island light was destroyed by fire. In March the St. John Water Company was incorporated and a Board of Health formed at St. John.

In July a vessel from New York brought a case of cholera to St. John, but she was promptly quarantined. In October of this year two steamers, the *Woodstock* and *J. Ward*, went up Grand Lake, and brought down two hundred chafirons of coal,—the first brought to St. John from that place.

In October, 1834, cholera broke out in St. John, and boats for Fredericton were ordered to stop at the short ferry for inspection. November 8th there were 103 cases of cholera in this city, and had been 47 deaths. In this year a census of the Province was taken, and the population of St. John County ascertained to be 20,668.

In 1835 an Act to incorporate the St. John Bridge Company was passed. The object was the erection of a bridge over the Falls. The corporators named in the Act were B. L. Peters, Ralph M. Jarvis, Nehemiah Merritt, John Robertson, James Peters, Jr., James Hendricks, David Hatfield, Robert W. Crookshank, Robert Rankin, R. F. Hazen, E. L. Jarvis, Charles Simonds, E. B. Chandler, William Crane, Hugh Johnston, Thomas Wier, John W. Weldon, and Jedediah Slason. The capital stock of the Company was to consist of £20,000.

On the 13th January, 1837, a great calamity befel St. John, nearly the whole of the business part of the city being burned down. The number of houses destroyed was 115, and the damage to property was estimated at £250,000. On April 30th of the same year steam navigation on the St. John took a decided advance. The steamer *Novelty* reached Woodstock, being the first steamer that succeeded in ascending the Meductic Rapids. On May 20th the Provincial Banks all suspended specie payment, in sympathy with the money panic which overwhelmed America at this time. On August 7th the bridge structure over the Falls, which the Company above spoken of were erecting, fell and killed seven persons. This year was signalized by troubles in Lower Canada, and in consequence the 43d Regiment was marched overland from Fredericton to Quebec, leaving the former place on the 16th December and reaching their destination on the 28th December. The militia of York and St. John Counties were called out at this time, and did garrison duty. On the 2d August, 1838, a dreadful calamity happened, by the upsetting of a boat in the Falls, nineteen persons losing their lives. In this year the St. John Mechanics' Institute was established, Beverly Robinson, Esq., being its first President.

The following year (1839) was memorable for the boundary disputes, bringing Great Britain and the United States to the verge of war. St. John was intensely excited, but war, fortunately, was averted. In August another terribly destructive fire took place in St. John, by which property to the value of £200,000 was destroyed.

The people of this city became seriously alarmed, and, at a Special Sessions of the Legislature, held in September, an Act for the better prevention of fires in St. John was passed.

On the 27th May, 1840, Sir Harvey laid the foundation stone of the St. John Mechanics' Institute building, a structure inseparably connected with the social and educational history of the place. On the 23d July of this year, the right Hon. P. C. Thomson, the Governor-General of Canada, arrived at St. John from Halifax, attended by Sir John Harvey. He was received here with much consideration. The population of St. John County was found to be 32,957. The population of the city proper was 19,281. The increase since the census of 1834 had been very large. On the 17th March, 1841, there was another destructive fire in St. John, at which four lives were lost. Public meetings were held about this time to petition Her Majesty against the removal of the duties on Baltic timber, by which Colonial wood was protected. On the 17th August of this year the first battalion of the St. John City Militia, under the command of Col. Peters, was presented by His Excellency the Lieutenant Governor with a suit of colors. On August 26th a calamitous fire broke out in Portland, which destroyed 60 houses. The damage was estimated at £30,000. Still, the fire record of the year is not exhausted, for on November 15th there was another frightful fire in St. John, which destroyed the new market house and the building in which the public offices were. Many incendiary attempts made at this time, and the public mind was highly excited in consequence.

July 29th, 1845, there was another great fire in St. John which destroyed forty buildings. On the 16th October of that year the foundation stone of the Cathedral was laid in Fredericton by Sir Wm. Colebrooke. In this year the St. John Gas Light Company was incorporated, and on the evening of the 18th Sept. of the same year gas was turned on for the first time.

The year 1848 was one of numerous public meetings in St. John. On May 31st there was a public meeting in favor of free trade with the United States; and on June 26 there was a meeting against the repeal of the navigation laws.

In this year an electric telegraph was established between St. John and Calais. On the 27th February, 1849, there was another great and destructive fire in St. John on King street and King Square; and, in the following month, there was another great fire in which about one hundred houses were burned. On the 12th July of this year, riots with loss of life occurred in our city, growing out of religious differences. The 28th July was the date of a public meeting held at St. John to consider the depressed state of the Province. At this meeting the Colonial Association was organized.

In 1851 another census of the Province was taken, by which it appeared that the population of St. John was 22,745. Since that time its growth has been steady and substantial; in 1861 its population numbered 27,317, and in 1871 28,805.

The reason of this apparent slowness of growth during the last decade, is that St. John has, in a measure, overgrown its limits, and that any considerable increase hereafter can never take place in the city proper, its bounds being too circumscribed to admit of a large population. Portland, and the parishes of Lancaster and Simonds now are increased by the overflowing of the population of St. John. The population of St. John County in 1871 was 52,120.

I do not propose to trace the history of St. John in detail beyond the year 1850. The twenty-five years that have elapsed since then form an era differing widely from any which preceded it. It is so fresh in the memory of a large proportion of our population that a mere sketch would seem to slight, and a full narrative would be too long for the purposes of this book. And these twenty-five years, though years of enormous growth, present few points of mark for the historian. A tree rises in a century from being a sapling to be the pride of the forest, yet its growth is imperceptible, except to one who compares its height and girth year by year. So it has been with St. John. It has had no period of sudden and abnormal development like Chicago; and, although it has suffered severe disasters, none of them have been overwhelming.

Among the points of which note might be taken in the history of St. John, during the past twenty-five years, are the erection of the suspension bridge over the Falls, the development of its railway system, the terrible cholera visitation of 1854, the opening of the lines of railway to Shediac, to Fredericton, to Bangor, and to Halifax; the visit of the Prince of Wales to St. John, and the commencement and abrogation of the Reciprocity Treaty with the United States, the latter being the origin of the present development of manufactures in St. John. As it is, I have traced St. John through its various stages of growth, through the French as well as through the English Colonial period; from a wilderness condition to that of a wealthy and populous city, and a great port known all over the world.

EXPRESS LINE.

St. John River and North Shore Steamers.

Office No. 41 Dock Street.

AMONG the steamboat men of a former period, who have done so much to facilitate travel by water conveyance and contributed to the growth of the business of St. John and its noble river, the name of Enoch Lunt will be pleasantly remembered. He was born in Queen's County, N. B., in 1790. He was bred to the lumbering business, which he carried on very extensively in this Province, and began his steamboat enterprise by becoming a stockholder in the old steamer New Brunswick in 1840.

He subsequently purchased the little steamer Lawrence, which ran on Grand Lake, and afterwards on the river between St. John and Fredericton. He then built, in 1860, at Carleton, the steamer Heather Bell—a boat 150 feet keel and 300 tons—and ran her on the same route till she was destroyed by fire at Fredericton in 1865. The same year he built, at Carleton, the steamer Olive, of about 450 tons, for the St. John and Fredericton route, on which she still continues.

In 1867 he also built, at Carleton, the large and splendid river steamer Rothesay, of 200 feet keel, 29 feet beam, or 55 feet over guards, and of 839 gross tonnage. She was built by the Messrs. Olive, from models and specifications furnished by M. S. Allison, a celebrated steamboat builder of Jersey City. She is in every respect a first-class vessel, thoroughly appointed; having five saloons, is swift of speed, and is considered the finest steamer on our inland waters, and a general favorite. A sail up the river to Fredericton, which is her route, is a pleasurable trip, and, at the proper season, discloses scenery grand and beautiful, in many respects equaling the beauty of the famous Hudson, diversified with lofty forest-crowned shores and expanding bays.

He then, in 1870, built, at Carleton, the fine steamer City of St. John, 175 feet in length and over 700 gross tonnage. She is also from models and specifications furnished by the same steamboat architect who furnished them for the Rothesay. This steamer is finely appointed, and a great favorite on the route where she so satisfactorily serves the public travel.

By this steamer the people of the North Shore of New Brunswick are put in easy communication with each other's ports and by rail

with St. John and Halifax, and travellers from the latter, or from the States, either on business or pleasure, are well served. She leaves Point du Chene, on the Straits of Northumberland, upon the arrival of trains on the Intercolonial Railway from the west, sailing up the Straits, with Prince Edward's Island flanking the prospect on the east, and making her first stop at Richibucto, a town on the Richibucto river, about fifteen miles from the sea.

Thence she goes to Miramichi Bay and up the Miramichi river forty miles, to Chatham, a thriving town, engaged largely in steam milling and lumbering. Six miles further up the river she reaches the thrifty village of Newcastle, the business of which is lumbering and shipping. Thence down the river again, and around the Shippegan and Miscou islands, she enters the waters of the Bay de Chaleur and reaches Bathurst, the Shire town of Gloucester County. This is the great salmon ground, and the business of the town is the salmon and lobster fisheries, the products of which are here canned in great quantities.

On the opposite shore, in the Province of Quebec, are the famous salmon grounds of Paspebiac and Cascapedia, which annually attract large numbers to engage in the business or sport. The steamer then calls at Dalhousie, at the head of the Bay and mouth of the Restigouche river, noted for its salmon and lobster fisheries, the approach to which is among the magnificent and picturesque scenery of the Restigouche. The route then continues up this charming river eighteen miles, to the head of navigation at Campbellton, from which place a beautiful drive of sixteen miles brings one to Metapedia, at the junction of the Restigouche and Metapedia rivers, a locality abounding in the most charming and picturesque scenery and finest fishing—a region which once visited is never to be forgotten, and when its attractions are once experienced, it is difficult to resist a second visit.

This point is the terminus of the steamer's route, which, along the coast and up the several rivers that give such variety to the sail, makes a travel of three hundred miles—a round trip over which is made once a week. Summer pleasure travellers, who seek for cool and invigorating air, delight in varying and beautiful scenery, which ocean, bay, river and landscape afford, and who take pleasure in the pursuits illustrated by Izaak Walton, will find on the North Shore and on this route all the material and facilities necessary to make a summer jaunt agreeable and full of lasting recreation. Those who have visited and sojourned in this region have come away full of encomiums of its attractive features, and thousands will continue to do the same.

In 1864 Mr. Lunt associated with him in the steamboat business his two sons, Joseph A. and Reuben G. Lunt, who had for many years been connected with their father in the lumbering and shipping business and assisting in the management of his steamboat interests, and the name of Express Line was then taken. At Mr. Lunt's death, in 1873, the sons, in honor of their father, made the firm style Erich Lunt & Sons.

INTERNATIONAL STEAMSHIP COMPANY.

St. John, Eastport, Portland and Boston Line.

H. W. Chisholm, Agent, St. John.

STEAMBOAT NAVIGATION between St. John and the West dates back just half a century. The magnificent steamer *Tom Thumb* made its little bow in St. John harbor in 1824. The next year the *American Eagle* plied between St. John and Eastport. Other and larger boats succeeded from time to time, and extended communication westward, till they reached Boston *via* Eastport and Portland. James Whitney's name is prominently connected with this navigation. About 1845, James Cunningham, of Boston, put on the fine boats, *Admiral* and *Senator*—the former being soon purchased by the Eastport people, and the latter sent to California waters, where she now runs.

The International Steamship Company was formed in 1860. Their first boat, the *New Brunswick*, built expressly for the route, made her first trip May 7, 1861, Capt. E. B. Winchester in command. They then purchased from the Calais Company the *Eastern City*, Capt. Enos Field, and from the Eastport Company the *Admiral*, selling the latter shortly to the American Government for war purposes. The *Eastern City* and *New Brunswick* made the line till 1863, when the *New England*, built for the route, came on the line, and the *Eastern City* was sold to the American Government, and Capt. Field took command of the *New England*.

The *New England* was wrecked on the "Wolves" July 22, 1872, and the following year the *City of Portland*, under command of Capt. S. H. Pike, took her place on the route. In 1865 they bought the fast and splendid steamer *New York*, which had previously been brought here from Lake Ontario by Messrs. Small & Hatheway and run in opposition, and then sold to E. A. Souder & Co., Philadelphia. She was a flag of truce boat during the American war, and a great favorite. Capt. Chisholm brought her from Ontario and was in command all through the war, and in the International Line till 1869, when he came ashore at St. John to assume the Agency of the Line, and was succeeded by Capt. Winchester.

All these boats are rising 1000 tons, first-class in every respect, and remarkable for their regularity of their trips. The *New York* has made the passage from St. John to Boston in 22½ hours, being a speed of about seventeen miles an hour, a run which has never been beaten. The Line makes speedy and comfortable communication with the West, making three round trips in summer and two in winter months, and is finely officered. T. C. Hersey is President, H. J. Libby, Secretary; J. B. Coyle, Chief Engineer, all of Portland.

Union Line Bay and River Steamers.

SMALL & HATHEWAY,

Head Office 39, Small's Block, Dock Street.

THE UNION LINE has served the public in steam-passenger facilities on the St. John River and across the Bay for many years. Mr. Frederick W. Hatheway built steamer Forest Queen, of about 320 tons, at Spring Hill, above Fredericton, in 1848, which plied between St. John and Fredericton. Mr. Otis Small bought a half-interest in this steamer in 1850. They then built, at Fredericton, the Anna Augusta of 350 tons, for the same route.

It was at this time that the firm of Hatheway & Small was formed. In 1851 they built, in Charlottetown, the steamer Union, of about 400 tons, to ply on the river and tributaries. In the winter of 1850 they bought steamer Creole in New York, the same which was connected with the unfortunate Lopez expedition to Cuba. Repairing her, they ran her on the route between St. John and Portland for about two years. They then sold her to King Brothers, of Nova Scotia, to carry mails and passengers between St. John and Annapolis. Meeting with accident, and while under tow to St. John for repairs she sank in the Bay.

In 1851 they bought the small steamer Madawaska, which was running on the river between Grand Falls and St. Francis, hauled her across the portage, and ran her on the river and tributaries below the Falls. The same year they bought the Reindeer, a small steamer of 200 tons, with high and low pressure engine and light draft, to ply on the river to Woodstock and Grand Falls. They rebuilt her in 1862, changing her name to Antelope. Sold her in 1869 to D. Glazier & Son. She is now used as a tug boat on the river. In 1853 they built the small stern-wheel steamer Richmond to ply on the upper waters; and in 1855 bought the steamer John Warren, which was built in Woodstock to run in opposition. Both of these boats have passed out of existence.

They bought the St. John in 1853, a steeple engine steamer of about 800 tons, and continued her on the Fredericton route for about seven years, selling her and steamer Union about 1863. The St. John was lost off Cape Hatteras. In 1857 they built steamer Emperor, of

800 tons, at Carleton, which they ran at first to Portland and Boston and afterwards in the Bay of Fundy. She was sold in 1871 and wrecked in Penobscot Bay in 1872. Built steamer *Empress* of 660 tons in 1865 to run between St. John, Digby and Annapolis, on which route she still runs in summer.

In 1861 they bought steamer *New York* of 1000 tons at Ogdensburg, N. Y., and brought her down the Lachine Rapids and St. Lawrence river, and put her on the St. John, Eastport, Portland and Boston route. Chartered her one winter to the American government for war purposes, and sold her in 1863 to E. A. Souder & Co., Philadelphia, who sold her to the International Company for the St. John and Boston route. She is now the finest boat on the line, having been in charge of same captain and engineer since she was brought here from Ogdensburg. The firm of Hatheway & Small was dissolved by the death of Mr. Hatheway in 1866. A few months after, Mr. Small formed a partnership with Capt. Charles H. Hatheway, brother of the deceased, who had been master of the *Forest Queen* from 1849 till 1860, having a third interest in her from 1854. He had also, previously, an interest in the *Emperor*, *Empress* and *Antelope*.

The new firm purchased all the steamboat interests of the deceased. They also, in 1866, built the river steamer *David Weston* (named after a master in the employ of Hatheway & Small from the beginning) a fine boat of 765 tons, for the St. John and Fredericton route on which she now runs. The next year they built the swift steamer *Fawn*, of 621 tons, for the same route, and in 1869 built the *May Queen*, of 502 tons, to run on the river and Grand Lake. These three are superior boats, well adapted for passenger travel and other business.

In 1871 Mr. Small purchased for the firm, in London, the steel-plated, feathering-float side-wheel steamer *Scud*. She is 235 feet in length, 14 feet hold and 27 feet beam, has two trunk engines of 60 inches cylinders, and 4 feet stroke, aggregating 240 nominal horse power. She was built expressly for the mail and passenger service across the channel between Dover and Calais, to run on that rough water on time. She has made 21 knots per hour. After purchasing, they put a dining saloon and other works on deck. She runs, in winter months, across the Bay of Fundy in connection with the Annapolis and Halifax railway, and for speed, regularity and comfort is most admirably adapted to the route and is deservedly a favorite vessel. During the past severe winter she has not lost a trip. Her berth is at Reed's wharf. The Union Line of Messrs. Small & Hatheway fills a worthy place in St. John and its business connections, and from the beginning to the present time they have been proprietors of seventeen different steamers.

PERSONAL HISTORY.

Mr. Frederick W. Hatheway was born in Burton, on St. John river in 1811; moved to Lancaster 1818, where he engaged in milling thence to Fredericton in 1833, engaging in mercantile business, lumbering and supplying, and moved to St. John in 1852 and died in 1866. Charles H. Hatheway was born in Lancaster 1822, went to Fredericton 1834, and came to St. John in 1848, and was master of the Forest Queen eleven years.

Otis Small was born in Wales, State of Maine, in 1808; learned the mason's trade in Portland, Me., and, in 1830, when 21 years old, moved to Bangor, where he pursued his trade. He came to St. John just after the great fire of 1839, which laid in ashes so large a portion of the wood-built business district about Dock street and North Wharf, and built on contract a large portion of the brick buildings in the burnt district, encountering a great deal of opposition. He has erected nearly one half of the brick structures now standing in the city. Among the prominent structures erected by him were the Custom House, in 1842-43; the Lunatic Asylum, in Carleton, in 1847-48, and the towers of the Suspension Bridge. He also built in Fredericton the beautiful Episcopal Cathedral, St. Ann's Chapel, Barker Block, and a portion of the military barracks. He was a prominent mover in the erection of the Victoria Hotel, and is President of the Victoria Hotel Company. During his active career here he has exhibited an indomitable energy and perseverance, and his enterprise and public spirit have largely contributed to the prosperity of St. John.

THE OPERA HOUSE.

In 1871, Mr. Small erected a fine block, in Dock street, of eighty-three ft. front and equal to four stories in height, with gothic windows and covered with mastic. The lower floor is occupied by stores, and the whole of the upper portion is thrown into a high and spacious hall, with roof supported by arches resting on columns, which also support the galleries around the walls. The stage is deep and well adapted for operatic entertainments. The sittings are on a rising floor, and will accommodate about a thousand persons. The street access to the hall is wide, and the whole arrangement is admirably adapted for popular entertainments. The general interior, with the exception of the stage, resembles a well-modeled church. It is one of the finest halls in the city.

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The Intercolonial Railway.*

C. J. BRYDGES,
General Supt.

R. LUTTRELL,
Assistant Supt.

TO WRITE the history of the various negotiations with regard to the Intercolonial Railway, would be a task of too great magnitude for the limits of this article. The idea of uniting the Maritime Provinces with Quebec, by a line of railway, is one which was broached at an early period, and many vigorous and no doubt sincere efforts were made by the governments of Nova Scotia, New Brunswick, and the old Province of Canada to bring it about. All these efforts, however, failed for various causes, which it would take long to enumerate and the Intercolonial Railway, notwithstanding the fact that its route had been twice surveyed, first by Major Robinson in 1849, and by Sandford Fleming in 1864, was, at the consummation of confederation, still an idea. New Brunswick and Nova Scotia, however, finding there was no chance for the larger plan, went on building railways, which eventually became parts or branches of the Intercolonial. In this way the road from Halifax to Truro and the branch to Windsor, were built by the Government of Nova Scotia, and also the branch from Truro to Pictou. New Brunswick built a railway from St. John to Shediac, which was opened in 1859, and was in course of building eastward from Moncton towards Amherst, when Confederation was accomplished. The construction of an Intercolonial Railway between Quebec and Halifax was a part of the terms of the British North America Act, 1867, by which the Provinces, which now form the Dominion of Canada, were united under one Government. Then commenced a battle of the routes, which was waged vigorously for a year or more,—the advocates for the St. John Valley route, the Central route and the North Shore route,—each contending in speeches, letters, newspapers and pamphlets, that their particular route was the best. Eventually, the North Shore route *via* the Gulf and Bay Chaleur was adopted, and this year will witness the entire completion of the Intercolonial Railway, except the bridge over the North-West Branch of the Miramichi, which has been delayed owing to the difficulty of obtaining a proper foundation.

The main line of the Intercolonial, from Halifax to Riviere du Loup, where it joins the Grand Trunk, is 561 miles in length. Its

branches are, a branch 22 miles long to Windsor, a branch 52 miles long from Truro to Pictou, a branch 11 miles long to Point du Chene, a branch 89 miles long to St. John, a branch 9 miles long to Chatham, and a branch, projected, 4 miles long to Dalhousie. The gauge of the road is 4 feet 8½ inches, the older portions of the line, which originally were 5 feet 6 inches, having been changed on the 18th and 19th of June of this year. The Intercolonial was built under the management of four commissioners, of whom the present Superintendent was one, and, in point of completeness and excellence, is among the finest roads on this Continent. All the bridges of 24 feet span and over, with a few trifling exceptions, are of iron, its rails are of steel of the weight of 70 lbs. to the lineal yard; its masonry, embankments and permanent way generally, are all first-class. Its rolling stock is the best that money can buy or build.

The total cost of the Intercolonial Railway, main line and branches, has not fallen much short of \$35,000,000, and although dwarfed by the Canada Pacific, it still remains a wonderful example of persistency, determination and enterprise on the part of a little group of colonies by no means rich. Its workshops and repair shops at Moncton, the headquarters of the line, are on a very extensive scale, and employ upwards of 300 men. Even their great capacity for work has been severely taxed of late by the preparations rendered necessary by the change of gauge, in the cutting down of engines, car-axes, etc. The Intercolonial Railway runs through a region, much of which is still in a state of nature, and the development of which will eventually become one of the principal benefits of the construction of the road; for, as a through route to the sea, from Quebec, it is longer than the roads which run westward from St. John. By the Intercolonial from Quebec to St. John is 589 miles; to Halifax 687 miles, and to Pictou 678 miles. But the obvious advantages of having a road wholly through British territory, are not to be lost sight of, and, in that point of view, the Intercolonial Railway must be regarded as a most important work, to say nothing of its great value as a means of opening up the country through which it passes. The existence of the Intercolonial will always prevent Canada from being cut in two by arbitrary or capricious customs regulations, made at Washington with reference to the carriage of bonded goods. While we maintain the Intercolonial, the link that binds the Provinces of Canada together can never be broken by a foreign power.

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European and North American Railway.

G. K. JEWETT, Pres.

M. H. ANGELL, Supt.

H. D. McLEOD, Asst. Supt.

THIS RAILWAY, which gives the people of New Brunswick and the United States easy and rapid intercommunication and a better commercial and social acquaintance, was a part of the grand idea formed in 1850 for shortening the route to Europe by railway connection with ocean steamships at the most feasible eastern point. A convention was held in Portland, at which the late John A. Poor and other leading railroad men took part, and the movement simultaneously engaged the attention of prominent minds in New Brunswick and Nova Scotia. The turning of the first sod in this great scheme in St. John, Sept. 14th, 1853, of the section between this city and Shediac, will be remembered as one of the greatest civic pageants which has ever occurred here. Although there were long delays, the whole grand enterprise has been accomplished, and the Intercolonial and E. & N. A. Railways are now a part of the great railway chain from Halifax to San Francisco.

To the men of Maine and New Brunswick, whose genius and energy initiated and carried to completion the road between St. John and Bangor, there is no danger of giving too much credit. It was a great and expensive enterprise, attended with great financial difficulties. Bangor loaned its credit for \$1,000,000. The Revolutionary claims of Maine and Massachusetts upon the American government, were obtained in its aid, amounting to nearly \$1,000,000. The State of Maine granted 800,000 acres of valuable timber land, and Bangor citizens subscribed largely.

On its end of the line New Brunswick aided by a subsidy of \$10,000 per mile, and \$200,000 subscribed by private individuals, and, subsequently, the Province took \$300,000 in stock and St. John City \$60,000. Under the energetic direction of Mr. E. R. Burpee, whose motive power has been felt in the undertaking from the start, the Western Extension, to the Maine boundary, was opened Dec. 1st, 1866. The Maine section was opened as far as Mattawamkeag a month previous, and it was not till 1871 that the whole line was completed and opened, which at Bangor, Oct. 18, and at the boundary line at Vanceboro', Oct. 19, of that year, was made the occasion of a grand

and imposing international pageant, honored by the presence of the President of the United States and members of his cabinet, the Governor General of the Dominion and principal officials, and the chief magistrates of Maine and New Brunswick.

The Maine and New Brunswick sections of the road were under the management of the separate companies under which they were constructed till Dec. 1873, when they were consolidated, with headquarters at Bangor. It is one of the best built roads in the country, and finely equipped, and only needs a bridge across the St. John to make a continuous rail between the East and the West.

The European and North American Railway has other claims to consideration than those which it derives from its character as a through road. By means of it St. John is brought into easy and rapid communication with Fredericton, the capital of the Province, with Woodstock, an important town on the St. John, and with St. Stephen, Calais and St. Andrews on the St. Croix. By means of it too, when the Lake Megantic road is completed, St. John will be brought within 440 miles by rail of Montreal, and will be in a position to compete with Portland for the winter shipment of freight from the Upper Provinces.

At present there is a break of gauge at Bangor—the European and North American Railway being on a gauge of 5 feet 6 inches, a gauge imposed on the Grand Trunk by the people of Portland; but the change of gauge on the Intercolonial will shortly bring about a reduction of the gauge of this line to 4 feet 8½ inches, and this will tend greatly to facilitate transport between St. John and the West.

STEAM COMMUNICATION.

Within the last thirty years Saint John has witnessed a remarkable increase in its modes of communication with other places. Previously the Province had no railways, and all the land communication was by the tedious, uncomfortable and often hazardous journey over hundreds of miles of the Great Roads, which were the channels of communication. Quaint, old-fashioned steamers, small in size and limited in passenger accommodation, ran in the summer months, and

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carried the few whose business compelled them to come this far "Down East." In the winter the journey could only be made by sleighs, and in the more rigorous months the prospect was sufficient to daunt all, save the most hardy, from encountering the discomforts of a lonesome drive through a sparsely inhabited country. Those who remember the old North America, of that pioneer steamboat owner, James Whitney, or were tossed on the waves of Fundy in the curious tubs, Maid of Erin, Creole, and other boats now nearly forgotten, will remember the days of the past with interest but not with regret. It was then that the people looked forward to railways as a reality of the dim future. The most sanguine hoped to see the day when the rails would be laid from East to West over the Province, but the multitude of conservatives prophesied such a consummation as a vision which would continue a vision long after they had passed away. That day has arrived, and many who once ridiculed the hopes of their sanguine fellow men, enjoy the blessings which the railroads of to-day have brought.

Saint John is now well provided with steam communication of all kinds. The Consolidated E. & N. A. Railway brings the tide of travel from the West. In addition to this the Grand Southern Railway Company are making the surveys for their line, which will run from St. John to St. Stephen, by the way of St. George, and connect with the Shore Line in Maine. A large passenger and freight business is done by the International Steamship Company, which finds traffic to engage it the year round. The steamer Dominion, belonging to parties in Yarmouth, N. S., makes weekly trips to Boston, calling at Yarmouth. Another line, with Mr. C. L. Richards as agent, has been projected, to make connection with Portland *via* Yarmouth.

On the Bay, the Seud runs between St. John, Digby and Annapolis, and once a week to Windsor, connecting with the railways to Halifax.

To the Eastward, the Intercolonial railway is, of course, the great medium of communication with Nova Scotia and Prince Edward Island, connecting with the latter by steamer.

On the River the Express and Union lines give excellent accommodation during the summer months, and are swift, safe, and in every way reliable boats. No pleasure-seeker can afford to miss a trip up the river in one or the other of these steamers, making, if he chooses, the return by the railway which runs from Fredericton and connects with the Consolidated railway at Fredericton Junction.

The sketches of the principal lines above-mentioned have been given in the preceding pages. They contain many interesting and valuable facts and will well repay perusal.

THE PRESS OF ST. JOHN.

THE city of St. John has, almost from the first, enjoyed the facilities of general intelligence afforded by that wonderful adjunct of modern civilization—the public press. Almost with the first landing of the Loyalists, who brought hither the nucleus of a city, and with them culture and intelligence, the newspaper has sprang into being. It is not our purpose to give the history of the various publications which shed their light on a former generation, and which are now themselves extinguished. The longest lived was the *New Brunswick Courier*, which continued from 1811 to 1865. Quite a number have had an ephemeral existence and are quite forgotten. We have only space to outline the Press now living, and subserving, with such varied ability, the moral and political interests of a newspaper-reading people.

THE ST. JOHN DAILY NEWS

has the honor of being the oldest of the list. It was started in 1838 as a tri-weekly morning paper with a weekly issue, by George E. Fenety, Esq. Its price was one penny—being the first penny paper ever established in the British Empire. It was originally of about foolscap size, but from time to time was enlarged, and in 1863 was the largest morning paper in St. John. Its founder was an advocate of Liberalism, and was especially earnest in his advocacy of Responsible Government, which he had the satisfaction of seeing an accomplished fact. Mr. Fenety became Queen's printer for New Brunswick in 1863, and placed the *News* in charge of Mr. Willis as Editor and General Manager, himself still retaining ownership.

In Dec., 1865, Mr. Fenety sold the News office and paper to Messrs. Edward Willis, James Davis and Stephen Smith, the latter soon retiring, after which the establishment was conducted by Willis & Davis till 1872, Mr. Willis still retaining his former position on the paper. In December, 1868, it started out in a daily issue, in addition to its tri-weekly and weekly issues, which it has continued till the present. It was soon after enlarged to its present size. In 1872 Mr. Willis purchased Mr. Davis's interest, and managed the paper until July, 1873, when he gave Mr. Mott, who had been accountant in the concern for several years, an interest in the paper and printing establishment. Mr. Willis manages the editorial and Mr. Mott the business department.

Mr. Willis has represented the City and County of St. John in the Local Legislature for five years, being elected for a second term of four years at the 1874 election. He has been for three years, and now

is, a member of the New Brunswick Government. The *News* was among the first advocates of Confederation, and is a strong supporter of Free, Non-sectarian Schools. It has three issues—a daily, tri-weekly and weekly.

Mr. Willis was formerly editor of the *Courier*, and manager of the office when he left to assume charge of the *News*, and still previous to that was editor and proprietor of the *Western Recorder*, which he published in Carleton for several years.

SAINT JOHN GLOBE.

Next in age is the *Globe*, a daily evening paper, which was started in 1858 by Mr. Ross Woodrow. A few years previous he had been engaged in publishing the *Morning Times*. Newspapers then were not published oftener than tri-weekly, and he conceived the idea of publishing the paper in a daily issue, but as public opinion was not ripe for such an enterprise, and his means were limited, he failed in the undertaking.

In 1856 he commenced a weekly paper called the *British Constitution*, which meeting with a fair success, he again sounded the popular pulse on the question of a daily paper, and in 1858 started the *Daily Evening Globe*, which was in the interest of the regular Liberal party, which was headed by Hon. S. L. Tilley.

After running it about two years, he sold out to John V. Ellis and Christopher Armstrong in December, 1861. Mr. Armstrong came from Ireland when very young, and learned the printing trade in the *Morning News* office with Mr. Fenety. Mr. Ellis is a native of Halifax, where he learned the printer's trade. He came to St. John about eighteen years ago, and served as reporter on the editorial staff of the *Morning News* and other papers.

The *Globe* occupied premises at the corner of Princess and Canterbury streets, in rooms formerly occupied by the *Colonial Empire* (and the *Telegraph* was in the same building) in November, 1864, when both were burnt out. But neither lost an issue. The office was then moved to the premises recently occupied by the *Tribune*, but in May, 1871, the proprietors purchased and moved into the spacious building on Prince William street which they now occupy.

Both being practical printers as well as writers, success attended their enterprise, and the paper, in May, 1867, was enlarged to pages of seven columns, and in July, 1874, to eight columns, with proportionate increase in length. The *Globe* maintained the political character with which it started until the Liberal party divided on the question of Confederation, when it sided with the opponents of the Confederation policy. The *Globe* has a weekly issue.

THE DAILY TELEGRAPH.

The *Telegraph* is the product of the union of two papers. Mr. John Livingston, in 1862, started the *Telegraph* as a tri-weekly and weekly. In June, 1864, it was issued as a morning daily, and continued thus about a year, and, though a credit to the enterprise of the proprietor, proved ahead of its time. It then went back to its tri-weekly issue. Mr. William Elder started the *Morning Journal* in May, 1865, as a tri-weekly and weekly. The proprietors of the two papers conceiving that the time had come for the permanent establishment of a daily morning paper, effected a union in 1869.

The *Telegraph*, being the elder, led off in this union, and the new paper was designated *The St. John Telegraph and Morning Journal*, with Mr. Livingston as proprietor, and Mr. Elder as leader writer.

By this union a large list was secured for the daily and weekly issues, and improved machinery was introduced. But its journalistic was greater than its financial success. In 1871 Mr. Livingston sold the establishment to Mr. Elder at a pretty high figure and retired from the paper. The editorial staff was then reorganized in all its departments, and the establishment has been under Mr. Elder's sole proprietorship and management since. In 1873 the compound name was changed to the more simple title of *The Daily Telegraph*.

During the year past, Mr. Elder was ably assisted by Mr. Livingston in the editorial department till the latter started *The Watchman*. Mr. James Hannay, a barrister by profession, and deeply versed in the history of the Maritime Provinces, as well as in its staple industries, now occupies the chief place on Mr. Elder's staff. Mr. Elder is well read and a forcible writer, and is a member of the Provincial Legislature.

The *Telegraph* devotes itself not only to politics, but gives a large share of its attention to trade and commerce and the great industries of the City and Provinces. The circulation of both the daily and weekly attest the fidelity with which all these interests have been cared for. The office is finely organized in its mechanical department, which is in charge of Mr. Hugh Finlay, and connected with it is a finely appointed job office under the supervision of Mr. A. F. Lugin.

THE MORNING FREEMAN.

Hon. Timothy W. Anglin, who was born and educated in Ireland, came to this city in 1848, and the next year, as proprietor and editor, started the *Morning Freeman* as a weekly paper, and shortly after issued a tri-weekly, both of which he still continues. Mr. Anglin sat for St. John County in the New Brunswick Assembly from 1861 to 1866,

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when he was defeated on the question of Confederation. He has sat for Gloucester in the Dominion House of Commons since the Confederation, being returned by acclamation at last general election. He was elected Speaker in March, 1874.

THE WEEKLY PRESS.

The Religious Intelligencer—organ of the Free Baptist denomination—was established in 1853 by Rev. E. McLeod. It was first issued as a monthly, and in its second year became, and has since continued, a weekly. At Mr. McLeod's death in 1867, his son, Rev. Jos. McLeod, residing in Fredericton, succeeded as proprietor and editor. Geo. W. Day was the first publisher, and the paper is now issued from the office of Barnes & Co.

The Christian Visitor—organ of the Associated Baptist Churches of New Brunswick—was started in 1847 by Geo. W. Day, and edited by Rev. E. D. Very. In 1848 it was purchased by the Baptist Association. Rev. I. E. Bill is now proprietor and editor. It is published by Barnes & Co.

The Presbyterian Advocate, in the interest of the Presbyterians, was started about 1867 by Mr. John Livingston, editor and proprietor, and published at the *Telegraph* office. The old *Colonial Presbyterian* was merged in the *Advocate* in 1869.

The Watchman is a new candidate for popular favor, commencing May 1st, 1875. The proprietor and editor is Mr. John Livingston, long and well known in the newspaper field. It is a finely printed paper, from the office of Messrs. McKillop & Johnston. In politics it is in opposition to the present Dominion Government, and is a sprightly and readable paper, which will undoubtedly make its mark.

The New Dominion and True Humorist was started in 1864 under the name of the *True Humorist*. Its present title was assumed on the advent of Confederation in 1867. Mr. George W. Day is editor and proprietor. The paper is devoted to satire and politics, and claims to be independent in all things. Mr. Day is proprietor of the New Dominion Steam Printing Establishment, and is well known as a successful printer.

THE MONTHLIES.

The Maritime Trade Review was established January, 1874, by Mr. Jones, and is now conducted by Mr. Ira Cornwall, Jr., who has a good record in connection with several journals in the Upper Provinces. It is the only purely commercial periodical published in the Provinces.

The Temperance Journal is about five years old, and is edited and published by S. B. Patterson.

The Carleton Monthly, edited and published by J. A. McLean, was started two years ago, and has a special outlook for the West Side.

Eaton's Commercial College.

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RITCHIE'S BUILDING, PRINCESS ST.
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A. H. EATON, Principal and Proprietor.
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MR. A. H. EATON is the founder of the Commercial Colleges now in successful operation in the Maritime Provinces. He is a native of Wayne County, Ohio, and prepared himself by a thorough experience in all branches of actual business for the successful management of these colleges. Previous to coming to St. John, he was connected with the Commercial College at Chatham, Ont., and subsequently with a similar institution at Ottawa. He established the college in St. John in February, 1867, and the efficiency of his system, as well as his own merits as an instructor, were early recognized by the public. In the month of May, 1867, he established a branch at Halifax, which was placed in charge of Mr. S. S. Cann, and in 1870 he associated with him Mr. J. P. C. Frazee, the Halifax firm style being now Eaton & Frazee. The Colleges at St. John and Halifax continued to gain in popularity, and encouraged by their success Messrs. Eaton & Frazee, in October, 1873, established a branch at Charlottetown, under the charge of Mr. T. B. Reagh, the firm style being Eaton, Frazee & Reagh. These three colleges are now in successful operation, and are justly looked upon as valuable adjuncts to the educational institutions of the cities in which they are situated.

Mr. Eaton gives his immediate supervision to the college at Saint John. This institution is attended by about sixty students during the winter months and by about one-third that number during the summer season. The test of its efficiency is found in the number of men in every branch of business, who bear voluntary testimony to its value, in having prepared them to occupy their present positions. The branches taught are—book-keeping, by single and double entry, commercial arithmetic, banking, railroading, and steamboating, exchange, the management of estates, the methods of opening and closing books, the management of joint stock companies, telegraphing, commercial law and commercial correspondence. Particular attention is also paid to penmanship.

Messrs. Eaton & Frazee have also published a treatise on commercial arithmetic and one on book-keeping, both being well arranged text books. In addition to these, Mr. Eaton has recently perfected a comprehensive system for the management of the books of Building and Investment Societies, which is also well adapted to the requirements of bankers. He is also in constant requisition by parties requiring the adjustment of books and estates.

VICTORIA HOTEL.

Corner of Germain and Duke Streets.

To erect and establish a public house in St. John, in every way worthy of the commercial importance of the growing city, and which should compare favorably with the best modern hotels of American cities, and satisfactorily accommodate the increased travel from all quarters, the public-spirited merchants and business men of St. John, in 1869, united in projecting the Victoria Hotel.

In the accomplishment of this enterprise, the services of Messrs. Washburne & Son, of Boston, were secured, whose architectural skill had been exemplified in the Fifth Avenue Hotel, New York, and the Revere House, Parker House and St. James Hotel, Boston,—the work being done under the immediate supervision of the senior architect. The principal contractors were Mr. Wm. Causey in the mason work, and Messrs. A. Christie & Co. in the carpenter work. It was commenced in May 1870, and completed and opened in August 1871.

The edifice is chiefly in the Italian style of architecture, 102 feet on Germain by 125 feet on Duke street, and is five stories in height above the basement. This basement is of dressed granite, and the superstructure of brick, covered with mastic, and with attached porticos over the Germain and Duke street entrances. The two street facings, with their pediment window caps and the heavy projecting cornice, give the exterior a fine and imposing effect, while the great height of the building makes it conspicuous at a distance, rising by several stories above all surrounding buildings.

The interior arrangements are such as to secure the best adjustment of all the public and private rooms, and avoid all confusion in hotel management. The dining-room, 40x60 feet, is a model of architectural elegance, and the public parlor, on the second floor, is 19x100 feet. Private parlors, with bed-rooms attached, bath-rooms, etc., are liberally provided. Water is introduced into every room. The whole number of guest rooms is 175. An elevator gives easy access to the upper stories. The whole cost of the building was \$165,000, and the furnishing about \$60,000.

The management of the house, now in the hands of Mr. G. W. Swett, with Mr. J. M. Gibb's Chief Clerk, is first-class in every respect. For the first year it was in charge of Mr. B. T. Cregan, since which time, until the recent change, it has been managed by a Club, with competent clerks and house-keeper. It deservedly holds the first place among the hotels of the Dominion, and is a credit to St. John and the public spirit of the Victoria Hotel Company, which erected it, of which Otis Small, Esq., is President, and W. Herbert Sinnott, Esq., Secretary.

THE WAVERLEY HOUSE,
JOHN GUTHRIE, - Proprietor.
No. 78 King Street.

THIS celebrated hotel, which was opened just a quarter of a century ago, and which is located north side of King street, one of the widest and most fashionable business streets of the city, between Market and King Squares, is both centrally and pleasantly situated, and has always enjoyed a large share of the public patronage, and is the most widely known hotel in the Lower Provinces.

The building was erected by the late Stephen Wiggins, and previous to the great fire in that street of 1849, his dwelling and gardens occupied the site on which the Waverley now stands. Mr. James Williams was the first proprietor, who was succeeded by Mr. Joseph Scammell, who for many years had conducted the St. John Hotel. At Mr. Scammell's death in 1863, Mr. John Guthrie, who came from the north of Ireland in 1854, and for several years had been an employee in the Waverley, became proprietor.

It is a thoroughly built and substantial brick edifice of a large frontage, and four stories in height, and with a rear wing and a large extension over several adjoining stores, contains over seventy rooms, with a large and finely appointed dining-room and a number of elegant public and private parlors, the whole interior arrangement being admirably adapted to the comfort of its guests.

It has been extensively patronized by the Governors of the different Provinces; by the Commander-in-Chief, and by the Admirals of the West India and North American Stations. Royalty as well have, at different times, been guests of the Waverley. Following the Prince of Wales, on the 29th May, 1861, His Royal Highness Prince ALFRED, with General Trollope and other distinguished officers of his suite, made the Waverley their home during their stay in the city; and again, September 8th, 1869, His Royal Highness Prince ARTHUR, with Commander Carnegie of H. M. ship *Dart*, Col. Elphinstone, and a number of other distinguished officers honored the Waverley by their presence. It has also been the resort of the most distinguished Americans and Provincial gentry whom business or pleasure has brought to St. John.

The Waverley is kept in so well ordered style that the traveller feels himself at home. Mr. Guthrie has learned the art in a quiet and gentlemanly way to administer the details which make up a comfortable and enjoyable inn, and the testimonials of travellers, printed from time to time in the journals, give abundant proof that the Waverley has been, and will continue, a favorite with the travelling public under its present proprietor.

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**STEWART & WHITE,
Auctioneers, Commission Merchants
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FURNITURE DEALERS,
Prince William Street.**

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GEORGE STEWART, senior member of the firm, was born in Caithness-shire, north of Scotland, and learned the dry goods business with Stewart & McDonald, in Glasgow. He came out to Montreal at the age of sixteen years, and served as salesman in a dry goods store there five years. He then went to Toronto, where he was in the same business another five years, and thence to New York, where he spent yet another five years in the same line. He then went to London, Ont. where he served four years in a fur store, and came to St. John in 1858, and set up the auction and commission business in King street. From thence he moved to Germain street, and in 1861 to his present store in Prince William street.

John White, junior partner, is a native of Largo, Fifeshire, Scotland, and at an early age entered as clerk into the employ of the National Bank of Scotland at that place. After two years' service, he filled the same position in a branch of the same bank at Elie for three years, and as teller in a branch of the same institution at Kelso for one year. He came to St. John and entered into the employ of Mr. Stewart in 1862, and joined him as partner in 1868, under the present style of Stewart & White.

Their salesroom and warerooms are on a very extensive scale. The salesroom on the lower floor is one hundred feet deep and twenty-five feet wide. The wareroom on the second flat is of the same size, while their fine stock of furniture occupies the whole area of two stores on the third flat one hundred feet by fifty, which has a gallery on three sides. This was formerly used as a hall for lectures, etc. It is one of the most spacious rooms east of Boston for the storage and exhibition of furniture. In this room the firm have a splendid stock of furniture, consisting of elegant parlor sets in rich carvings, and upholstery and chamber sets in black walnut and marbles, as high in price as \$250, and from that in cheaper woods and style of finish to suit the more limited means of customers. No one can fail to find goods suited to his taste and at most satisfactory prices. In mantel and other mirrors they show a superb assortment from the best London manufacturers.

Besides this class of goods, which they always keep largely in stock, their other ample warerooms are replete with desirable goods in the line of cheaper furniture and a large stock of sewing machines. They also, from time to time, receive large invoices of dry goods, which they sell on commission. In the general auctioneer business they operate extensively and serve as a medium of exchange for all commodities. They do a very large and thrifty business.

T. B. BARKER & SONS,
Wholesale & Retail Druggists & Apothecaries,
Nos. 33 and 35 King Street.

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Mr. THOMAS B. BARKER was born in Sheffield, Sunbury Co., N. B., in 1820. He was bred to farming and lumbering, and subsequently taught school with much acceptance, for five years. He came to St. John in 1853, and entered the counting-room of Hon. S. L. Tilley, the present Governor of New Brunswick, who was then the proprietor of the establishment, and occupying a portion of the present premises, which are still owned by him.

Mr. Tilley, going to England on business, and soon becoming engaged in political affairs, in which he has since then occupied high positions, the superintendence of the store devolved upon Mr. Barker, who in 1860 became proprietor. He conducted it alone until 1867, when he associated with him, under the style of T. B. Barker & Sons, his two sons, George A. and T. F. Barker, who had served in the establishment eight or ten years.

Since Mr. Barker took the business it has been very greatly increased, extending into several lines of goods not then included in it. It now embraces a number of departments, each covering a great variety of goods, the whole compactly filling the basement and five floors of the block of two stores. Particular attention is paid to prescriptions, and the dispensary is unsurpassed. In druggist sundries and toilet goods, the establishment represents very fully the best of English, French and American manufacture, and particularly in F. S. Cleaver's celebrated London goods and Lubin's extracts.

In the heavier goods of paints, oils, and varnishes, in dye stuffs, and in all the various woods, acids, salts and aniline dyes, the stock is full. A large stock of window glass, chiefly of German manufacture, is also kept on hand. The shelves show a full line of druggists' glass ware and stock of vials and bottles from the manufactories of Philadelphia and New Lebanon, N. Y.

Messrs. Barker & Sons are probably the largest dealers in seeds in the city, having rapidly increased this business within a few years. The vegetable seeds are principally imported from England and the Continent, and the grass and clover from Upper Canada. These they distribute all over the Provinces. The fine groceries also receive attention in crushed sugars, spices, pickles, sauces, etc.

Surgical and dental goods from the best English and American manufactories; artists' materials of all varieties; all the most approved patent medicines; flavoring extracts of their own and other manufacture, are embraced on their extensive catalogue.

Their store in its frontage of bronze, gilt and plate glass, and its interior artistic design and decoration, with the clever disposition of elegant goods, is one of the most attractive in the city, and is worthy of the proprietors whose attention to business has given the establishment so firm a foundation.

A. CHIPMAN SMITH,
Wholesale and Retail Druggist and Chemist,
No. 1 Market Square.

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THIS establishment dates back to the beginning of the present century, with William Howe Smith, son of Dr. Nathan Smith, who was among the Loyalists that came and founded the city in 1783, and testified his respect for British authority by naming his son after the distinguished British General—Sir William Howe. William Howe Smith was a physician and apothecary, after the manner of that day.

In 1821 his son, William O. Smith, succeeded him in the apothecary and druggist business, establishing himself in Market Square. His warehouse was destroyed in the great fire of 1837, and his store on the west corner of Market Square block was burnt in the great fire of 1839. He then obtained a long lease of the ground and built the two stores on the other corner, the first one of which he occupied for his business, where it is still continued by his son, A. Chipman Smith, who succeeded to the establishment upon his father's death, in March 1871.

William O. Smith, during his long and active business career of half a century, was closely identified with nearly all the public measures of the day, and took a lively interest in all that was for the welfare of his native city. He was Chairman of the Commissioners of the Alms House for twenty years, a leading member of the County Sessions, and the respect and confidence of his fellow citizens were especially marked in requiring his services in the positions of Alderman and Mayor for twenty-five years.

A. Chipman Smith, his successor in business, entered the store when fourteen years old, and served in it as clerk, and for sixteen years previous to his father's death, as principal manager. The business embraces the usual line of goods in such an establishment, which fully occupy the five floors of the store, besides two warehouses for the storage of acids and heavy goods. In paints, oils and dye stuffs it has a very large trade. It has a finely organized dispensary, and in surgeons' instruments and toilet goods, is fully supplied with the best in the market.

Mr. Smith has not only succeeded to his father's business, but to his honors, having been elected Mayor of the city in 1874, and the present year receiving the very rare compliment of a re-election by acclamation. The public favor is the more remarkably evinced in elevating so young a man to the Mayoralty without his having seen service in the ranks of the Councillors or Aldermen.

H. L. SPENCER,
MEDICAL WAREHOUSE.
General Patent Medicine Agency.
No. 20 Nelson Street.

MR. SPENCER was born in Castleton, State of Vermont, and removed to Lowell, Mass., in 1852, when he took the position of Foreign Correspondent in the office of the celebrated concern of Dr. J. C. Ayer & Co. He held this position until 1869, when he removed to St. John and opened an office at No. 7 Market Square, as the representative of Messrs. Ayer & Co. and other American houses in the Patent Medicine business.

Mr. Spencer had become well known to the trade throughout the Maritime Provinces, and the enterprise in which he engaged proved successful from the start. To meet the requirements of his increasing business he removed, in 1871, to the premises on Nelson street, which he now occupies.

Besides the lines of trade which he represents for others, he is engaged in the manufacture of Spencer's I. X. L. Inks, Flavoring Extracts, Perfumes, and a great variety of Toilet articles, which have a large sale and are deservedly popular. These goods are skillfully prepared from the very purest materials, and are put up in a style which compares favorably with any similar goods of foreign importation. Mr. Spencer's Inks have become so favorably known in the Lower Provinces, that they have nearly displaced all others.

It has always been Mr. Spencer's aim to furnish superior rather than cheap goods, and his gratifying success is to be attributed to his working on this line. He has lately added to his manufactures "Spencer's Vesuvian Liniment," which, perhaps, has a more promising future than any medicine hitherto introduced into this country, and is unquestionably an article of superior merit.

Though notably a man of the strictest and most punctual business habits, Mr. Spencer has found time to devote himself to congenial literary pursuits, and has been able to "sink the shop" while roving in the realms of fancy. For a year past he has edited with marked ability, the *Maritime Monthly*, the leading literary magazine in the Dominion, and his poetical and other contributions to Provincial and foreign magazines and newspapers have been extensively read and copied. His sonnets have attracted the attention of critical judges of this difficult species of composition, and Goldwin Smith, in "The Nation," places him in the first rank of Canadian poets.

THE DRY GOODS BUSINESS.

The Dry Goods business, which is now one of the most important branches of St. John's trade, was very insignificant during the early years of the City's history. Homespun garments sufficed, in a great degree, for women as well as men, and the arrival of a few pieces of dress goods must have been an event of considerable importance to the wives and daughters of the citizens. The business gradually increased, however, as the population became greater and the communication with Boston, New York and English ports more frequent and regular. Silks, stuffs and linens, which were at first sold only by the owners or masters of vessels returning from distant parts, soon found places on the shelves of variety stores—stores that contained everything from fishing tackle to Jamaica rum—and were to be had at almost all seasons by those who had money, produce or credit. The settlements on the coast and up the river looked to St. John for supplies, and the importation of dry goods grew into large dimensions, so large that the business became a specialty with some of the merchants. The establishment of regular communication with foreign ports by means of lines of packets, and the connecting of St. John with river and bay towns by steamers, and the more recent building of railways, gave our dry goods importers better facilities for procuring stock and a more extended field of operations. The importance of the trade may be estimated from the fact that last year one wholesale house imported and sold \$1,700,000 worth, its customers being in New Brunswick, Nova Scotia and Prince Edward Island. Halifax is a rival of St. John for the trade of Prince Edward Island and the western portion of Nova Scotia, but St. John importers have very little competition in New Brunswick. The duties on dry goods have always been low, and are only 17½ per cent. now. The great bulk of English goods come in the spring and fall, in steamships sent for this special purpose to Halifax and St. John, but small lots are regularly received by the mail steamers all the year round, some of the large houses keeping buyers almost constantly abroad. Years ago, when such goods came in sailing vessels, there used to be the most intense anxiety manifested on account of the spring and fall fleets, and the arrival of a ship with goods from London or Liverpool was an event that interested every man, woman and child in the port, and took most of them to the wharves for a look at her. These ships often made long voyages, so that spring millinery had to satisfy our belles in mid-summer or autumn. New Brunswick imports, about two-thirds of which came to St. John, last year included the following goods, the great bulk of which were received from Great Britain:

Carpet and Hearth Rugs,.....	\$ 87,559
Clothing,.....	114,766
Cottons,.....	858,339
Linen,.....	83,692
Shawls,.....	19,715
Silks, Satins and Velvets,.....	188,791
Woollens,.....	1,073,286

LONDON HOUSE.

DANIEL & BOYD,

Wholesale Importers of British and Foreign Dry Goods,

Nos. 3 and 4 Market Square.

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THIS house was started on its present site in 1831 by Mathew Holdsworth, a native of Yorkshire and Thos. Daniel, a native of Bedfordshire, England, both coming from London in 1830, under the style of Holdsworth & Daniel and name of the "London House."

They were burnt out in the great fire of 1839 and took premises in Prince William Street, now occupied by Jarline & Co. While here, in the Spring of 1840, a fire occurred on the opposite side of the street, and during the progress of the fire, while Mr. Holdsworth was examining in the attic of the store to guard against a fire from sparks, he fell through the hatchway down through five stories and was killed.

Mr. Thos. Daniel purchased the land on Market Square and built the present premises and carried on the business till 1847, when he retired and was succeeded by his nephew, Mr. Thomas W. Daniel. At the same time Mr. J. W. Beard and J. A. Venning, who had been clerks in the house, entered into business under the firm of Beard & Venning. Mr. Thomas Daniel returned to England after his retirement from business. He was active in every movement for the elevation of the masses, and enhancement of the comfort of all classes. His efforts in doing away with the late hours' system, and in behalf of the Sailors' Home, Mechanics' Institute and other worthy objects, make his name pleasant to remember.

The present style of the house is Daniel & Boyd. Mr. Daniel is a native of Bedfordshire, England. Mr. John Boyd is a native of Ireland. He came to this country in 1833 and entered the London House in 1838 at the age of eleven years, and in 1852 became a partner with Mr. Daniel under the style of T. W. Daniel & Co., which a few years subsequently became Daniel & Boyd. Mr. J. W. Barnes, a native of King's County, N. B., came to the London House in 1847. For some years past he has had an interest in the firm and represents their capital in the business of Barnes, Kerr & Co., while remaining in the wholesale department of the London House. He has been their principal buyer in the English and Foreign markets for the past thirteen years, and both there and in Saint John is well and favorably known.

Seven years ago the retail department of the London House was made over to J. W. Barnes and A. L. Kerr, and in that direction only has its business changed in all these years.

Daniel & Boyd were the first house to change the old style of selling goods wholesale at a certain advance on sterling prices. This method had become a false and unfair style of business, and they determined to discontinue it, which movement was largely approved and was soon generally followed by the trade. They have always maintained the one-price system, and to these two points is due in a great measure their largely increased business.

They are wholesale importers of British and Foreign merchandise in every department of silk, woollen, linen and cotton manufactures, small wares, trimmings, etc., and in the year just closed their sales amounted to \$1,702,000, as against \$150,000 which was their annual sales at the commencement of their career in 1847. In the counting house and different salesrooms of their wholesale department twenty-seven persons are employed, and twenty-two salesmen and assistants in the retail department.

In the ready-made clothing department, which is the largest in the Maritime Provinces and constantly increasing, they employ about one hundred and twenty men and women.

Their trade is chiefly in the Maritime Provinces, where their name has become a household word; and they have ever been foremost in assisting honorable and worthy young men, who have done faithful and efficient service in their house, into business, and in doing so they have been largely rewarded in profit of money and in gratitude.

Mr. Daniel is a Director of the Bank of New Brunswick, was first President of the Joggins Coal Mining Association, and is a leader in most of the public charitable organizations of St. John.

Mr. Boyd is Chairman of the Board of School Trustees of St. John, President of the Victoria Hotel Club, and connected with many of the leading benevolent institutions of the city. Mr. B., notwithstanding the exacting attention and care devolved upon him by the business of the London House, and various public positions, still finds time for literary recreation, and he is widely and popularly known throughout the Provinces by his literary performances in behalf of church, educational and benevolent enterprises to which he has held himself ready to contribute of the gifts with which nature and culture have endowed him. Since 1847, when he made his first public address before the Young Men's Association, his various lectures and readings, rendered without pecuniary compensation to himself, have netted over \$23,000 to the beneficiaries—a remarkable instance of what a business man, by right methods, may find time, even in the thick of commerce, to do for his fellow men.

EVERITT & BUTLER,
Importers of Dry Goods and Small Wares,
Wholesale Clothiers and Warehousemen,
55 and 57 King Street.

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ARTHUR EVERITT was born in the County of Suffolk, England, and learned his business in London. From that city he came to St. John in May, 1852, and entered into an engagement with John Armstrong & Co., in Prince William Street, and in 1857 became their buyer. He went into business on his own account in 1868, in the wholesale and retail trade, and the next year was joined by Mr. Butler.

Richard P. Butler was born in Dublin, where he served in the Dry Goods business or Drapery line. He came to St. John in 1857, and went into the Dry Goods house of the late John Gillis, in Dock Street, and continued there with the late W. McGlinchey, who succeeded him. He then went with the late Samuel Neill, in King Street, after which into the house of the late John Hastings, on Prince William Street, and subsequently was in the house of T. R. Jones for nine years. In 1869 he formed with Mr. Everitt the present firm of Everitt & Butler, in King Street.

Their store was at 55 King Street, but in 1872 they disposed of the retail business to Messrs. Likely, Cameron & Golding, and went exclusively into the wholesale trade at No. 57. They occupy the whole of the four flats of the two stores, (excepting the first flat of No. 55,) and a large extension in the rear of one of the stores.

The whole of these spacious premises are filled with their extensive stock, which is full and complete in all the departments. Their trade is one of the largest in the Maritime Provinces. Their goods are selected with great care in all the manufacturing centres of the British Isles and on the continent, both partners having the advantage of a long experience as buyers—having, between them, during the past eighteen years, crossed the ocean over one hundred times, and being familiar with the London, Manchester, Sheffield, Birmingham, Paisley, Glasgow, Belfast and other markets.

They are the manufacturers' agents of the celebrated Oxford Homespuns, and for the famous house of C. J. Bonnet & Co., whose superior black silks have been awarded the highest honors everywhere. Their woollen department is on an extensive scale, and they import and manufacture large lines of ready-made clothing. In the finer fabrics and small wares, and millinery goods, they have an unexceptionable stock, to which they are constantly adding by every steamship. They employ some twenty-five clerks, and infuse their life and energy into the entire establishment.

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J. & J. HEGAN & CO.,
WHOLESALE DRY GOODS IMPORTERS,
CARPETING AND CURTAIN GOODS.
27 & 29 Prince William and 8 Water Streets.

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JOHN HEGAN, senior member of this old established house, born in Belfast, Ireland, came to St. John, in 1828. He spent two or three years with his brother-in-law, Wm. Parks, who was engaged in the grocery and shipping business in Portland, with whom, in 1831, he established the wholesale and retail dry goods business Market Square, also continuing the shipping business.

They were burnt out in the great fire of 1837 and took store in King-st., with warehouse in Prince William-st., until they built present store No. 29, in 1839. Several years after, they purchased store in rear, fronting Water-st., where they continued till 1846 when they dissolved—Mr. Parks taking the shipping business, and Mr. Hegan the dry goods department, and associating with him his brother, James Hegan, who came from Belfast in 1837 and served nine years in the previous firm under the style of J. & J. Hegan.

This firm remained unchanged till 1874, when Mr. William Ewing, who had been book-keeper in the house for twenty years, and several years confidential clerk, was associated under the present style of J. & J. Hegan & Co. At the same time this firm rented adjoining store, No. 27, for the better accommodation of their wholesale department.

When Mr. Parks, the original founder, came over to this country in 1823 with a stock of goods, chiefly of linen, the vessel was wrecked and sank on Sable Island. The goods were rescued by divers, and, notwithstanding their damage, sold at a handsome profit. Mr. Parks was lost in the steamship City of Boston in 1872, probably near the place of the wreck of his first venture in 1823.

The business of this house commenced, as usual in those days, in a humble way, and by the industry, application and integrity of its members has steadily increased. Its credit has never been impaired. Its wholesale trade embraces an extensive line of dry goods suited to all purchasers in the St. John market—embracing in addition to the usual clothing goods and small wares, a very full assortment of carpets—in Union, Wool, Tapestry and Brussels, Floor Oilcloths and Curtain Goods.

T. R. JONES & CO.,
Importers of British and Foreign Dry Goods,
Manufacturers of Clothing, Hats, Caps, &c.,
Canterbury Street.

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HON. THOS. R. JONES is a native of St. John. After serving as merchant's clerk in the boot and shoe business, he started for himself in 1849 as a retail dealer in Clothing and Furnishing goods. His store was situated in Dock Street, where he continued seven years. He then moved to Market Square, remaining there seven years. At this stand he commenced the jobbing business in clothing, in connection with his retail trade, and gradually worked into the dry goods trade. He then moved to King Street, and carried on the wholesale business exclusively in dry goods and manufacture of clothing.

In 1870 he associated with him, under the present firm style, Mr. Robert T. A. Scott, who had previously been a salesman and buyer with him, and his nephew, Mr. Norman Robertson, who had also been a salesman in his employ. In 1873 Mr. Jones erected the substantial and elegant block now occupied by the firm. It is 50 feet front by 73 feet deep, of five stories besides basement. It is of brick, covered with mastic, and in its internal arrangements is thoroughly adapted to the requirements of their extensive business. In 1874 he erected the fine block adjoining of 56 feet front and 48 feet deep, and four stories besides basement, occupied by W. H. Thorne & Co.

Messrs. Jones & Co. deal in a full line of Dry Goods, selected with great care in the British, Continental and American markets. These goods fill their lower floor, while the upper stories are devoted to the wholesale manufacture of millinery goods, silk hats and glazed and cloth caps, the work being chiefly performed by women. Outside of their dry goods, they are large importers of Teas and other groceries.

On the opposite side of the street they have a large four story brick building, used for the manufacture of clothing of all descriptions, together with woollen and cotton shirts suitable to the country trade. The firm employ over one hundred hands, and in their store workrooms thirty or forty more. This establishment manufactures more clothing for the wholesale trade than all the lower Provinces. It markets its goods in New Brunswick, Nova Scotia and P. E. Island. It is one of the heaviest and most flourishing houses in St. John.

Mr. Jones is a member of the Legislative Council; President of the St. John Board of Trade; has for several years been Director in the European & North American Railway Company, and is Vice-President of the Cold Brook Rolling Mill Company.

Dry Goods,
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MANCHESTER, ROBERTSON & ALLISON,
Direct Importers of Dry Goods,
FOR WHOLESALE AND RETAIL TRADE.
No. 27 King Street.

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MR. JAMES MANCHESTER, senior member, was born in Yorkshire, Eng. He came to this city in 1855, entering the London House as clerk, where he remained four years. He subsequently served about a year in a Boston house, and clerked with Magee Brothers until 1866, being, for several years, their buyer in European markets. In this capacity, and as buyer for his own house, he has crossed the ocean forty-nine times.

Mr. James F. Robertson, a native of St. John, entered the London House in 1850, where he remained some nine years, when he went to Magee Brothers and continued six years. Mr. Joseph Allison is a Nova Scotian. He came to St. John in 1851, and entered the Golden Fleece, with Gilchrist & Inches, clerking with them until 1855, when he entered the London House; whence, after four years' service, he went to Magee Brothers and continued till 1866.

These three young men, having thus served so many years together in two of the prominent dry goods houses of the city, started together in the retail dry goods business, in April 1866, under the present style, at a store on Prince William Street. Their strict attention to business and gentlemanly qualities, at once won for them popular favor. In a few months, finding their quarters quite inadequate, they moved to No. 2 Market Square. Here business followed them in larger measure. They here started a mantle and dress-making department; also, that of shirt-making, both of which have since grown to large dimensions.

Again, they found their premises too narrow for the transaction of business and disposition of their goods. A wooden block, belonging to the Johnson estate, on King Street, being destroyed by fire, they made an arrangement with the proprietors, by which the present substantial block occupied by them was built to their order, and specially adapted to the several departments of their business. It is forty feet front by one hundred feet deep; four stories in height, and is wholly occupied by them, except a portion of the first floor 20x60 feet, which they have sub-let for the present.

The front of the high first story is a splendid sheet of heavy plate glass by which, and the rear windows, the whole of this floor is

finely lighted for the advantageous display and inspection of its goods. Upon entering, we pass five elegant standing cases, respectively devoted to a tasteful display of gentlemen's furnishing goods, shawls, bugle trimmings, gloves and mats. On this floor is the gentlemen's furnishing department, containing a complete assortment of every requisite for a gentleman.

The glove department comes next in order, comprising every description of gloves of French and English manufacture, for both ladies and gentlemen. They make a specialty of Rouillon's Josephine, or "Seamless Glove," receiving fresh accessions direct from the maker every few weeks; and in Dent's gloves for gentlemen, they have a special trade, keeping a stock of the best qualities of that celebrated maker. In this line they deal exclusively in the best makes.

Further along is the hosiery department, in all its variety of Balbriggan, Lisle thread, Cotton, Merino, Cashmere, and Silk, ribbed and plain; colored and fancy striped, for all wears, and of best English makes. The yarn department contains everything which enters into common and ornamental use, of English, Scotch, Prussian, French and American manufacture, and a full line of the celebrated Berlin yarns, for afghans and ladies fancy work, and in connection bead work, canvas, filoselle, and all other materials employed in this work. In the ribbon line their stock is in great variety, of all descriptions and in the latest patterns.

The rear of this floor is devoted to lace goods, real and imitation; Scotch, Swiss, Hamburg, French, and Maderia embroideries; dress trimmings, in fringes, ornaments, braids and buttons, in all the fashionable styles; domestics, in cotton, linen, prints, muslins, and every description of family and household goods; dress goods, comprising every novelty in English and French manufacture, as they are produced; and black goods, in Alpacas, Coburgs, Sateens, Empress Cloths, French Merinoes, Cashmeres, Delaines, Grenadines and Hemanis.

Ascending a broad staircase to the second floor, the shawl department is replete with all the best makes and latest styles. That of silks has a large range of plain blacks, of "Bonnet's" and other celebrated makes, and colored and striped and checked in great variety; also, Pim Brothers' famous Irish Poplins, and Lyons velvets in all widths and qualities. In Ladies' and Gentlemen's silk umbrellas, travelling trunks, valises, baskets, etc., they have a great variety of best quality.

The shirt department is all that gentlemen could desire, either in ready-made or got up to order, at the head of which is a Scotch cutter, of long experience at home and in leading Boston and New York houses; while for gentlemen's and youth's underwear, everything desirable can be found.

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JAMES MANSON,

IMPORTER OF

**British, Foreign and American Dry Goods,
Commercial Palace---King St.**

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A stranger in St. John, passing through King street, would at once single out the Commercial Palace as the most conspicuous and elegant building of all those devoted to trade. It is forty feet front and five stories in height, built of free stone in the Italian style and with an elaboration of ornament, which gives it fine effect. The front of the first floor is composed of the heaviest London plate glass, in single panes of 8x12½ feet, mounted in richly moulded frames, set off with bronze and gilt, making one of the finest show windows in the country.

The interior well corresponds with the external beauty of the edifice. A centre row of ornate columns supports the second floor, and the rear is thrown into a high hall with galleries reached by a broad staircase on each side, and the whole terminating in a grand dome, richly and tastefully frescoed, and lighted by a high lantern. The finish throughout is rich and heavy, and the whole interior organization is admirably adapted to the different departments of the dry goods trade.

This superb store was built about twenty years ago by Messrs. Doherty & McTavish. Mr. Manson, who is a native of Scotland, where he learned the dry goods trade, came to St. John in 1855, to fulfill an engagement with a dry goods house. Four years later, he started business for himself in a wooden store adjoining the present premises. This store was burned in 1866. He then moved into the store now occupied by him, and has somewhat modified and much improved its arrangements.

Mr. Manson's goods are in keeping with the place, exhibiting a full line of the richest dress goods of the finest British and foreign manufacture; silks and velvets of the British and Lyons looms; gloves in large stock of all the best makes; cotton, merino and silk and balbriggan hosiery; laces, in all the beautiful variety of Real Honiton, Point, Valenciennes, Maltese, &c. The linen department is very full and fine.

The millinery department receives very special attention, and is most complete in its assortment of French, English and American goods, and is presided over by skilful hands. The cloak room is always ready with the latest styles of mantle and shawl goods. In ladies' underclothing, baby linen, boys' suits, there is a full line. The whole stock, comprising all the usual lines of the trade, is selected with the greatest care, and is finely exhibited, while the upper flats are devoted to reserves. It is a store no one should fail to visit, and the contents will tell their own story and prove most satisfactory in the variety and fulness of its lines, excellence of quality and in prices.

JAMES McNICHOL & SON.
Ready-Made Clothing & Gents' Furnishing Goods
Custom - Made Clothing to Order.
No. 31 King Street.

JAMES McNICHOL, senior, was born in Tyrone County, Ireland, in 1807. He learned the tailor's trade there, and came to St. John in 1831, working as journeyman for Mr. John Murphy for about four years, when he worked for himself in making up clothing for customers, from cloths brought to him for the purpose. In 1850 he removed with his family to Philadelphia. He worked there as journeyman about two years, and then returned to St. John and took a situation as cutter in the clothing store of Mr. Robert Hunter, who has just retired from business. He remained there seven years. He then started in business for himself, as a merchant tailor, and in the course of the year associated his son, James McNichol, jr., with him, under the firm of James McNichol & Son.

James McNichol, jr., had learned the tailoring trade with his father, and became a cutter while in Philadelphia. He came to St. John to fill a situation in that capacity with John Anderson. He continued with Mr. Anderson five years, when he went to Mr. Hunter's, where his father was, and served there three years. In 1859 he went into company with his father.

Their first place of business was on King Street, opposite their present store, whence they removed to Dock Street, and two years after to the present location on King Street. In March last the senior member retired, and James McNichol, jr., continues the business under the old firm name.

He imports his cloths and trimmings from England, and manufactures all the clothing he sells. He also has a large custom trade, and employs on an average thirty-five hands. His brother, Mr. Alexander McNichol, has served in the establishment as salesman and cutter eleven years. The goods are of best quality, and made in the most thorough manner. The furnishing department is fully stocked with desirable goods. The satisfaction uniformly given by this establishment, has brought it increasing business and prosperity since the commencement.

When Mr. McNichol, senior, came here, a ready-made clothing store was unknown, and only a few imported coarse jackets for sailors and lumpers, were kept for sale at dry goods stores. Tailoring, which now depends upon the women and the sewing machine, was then exclusively performed by men. Such are some of the many changes in the trades.

SON.
Furnishing Goods
Order.

SHERATON, SON & SKINNER, Importers of Carpets, Oil Cloths and Curtain Materials,

MANUFACTURERS OF MATTRESSES, SPRING BEDS, &c.,

82 and 84 Prince William Street.

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ROBERT SHERATON came from Durham County, England, in 1837, having received a Dry Goods training there, and was in the business for many years with Mr. Horsfall in King street. With his son, Alfred B. Sheraton, and Alfred O. Skinner, who had served in the trade, the present house was established in 1870.

Its line of trade is exclusively in those things which enter into house furnishing goods, for which all of its departments are cleverly and thoroughly organized, and stocked with the best goods. Their carpet importations are selected from the leading manufacturing houses of England and Scotland, exhibiting the newest styles of Brussels, tapestry, velvet, three-ply, and the cheaper grades, for parlors, halls, stairs, etc., together with hemp carpets and cocoa mattings, English floor oil cloths of elegant patterns, thoroughly seasoned, up to twenty-four feet wide, which are cut to suit any hall; also, American oil cloths, carpet linings, etc. Carpets are made and put down by experienced hands. In this department also are druggets, crumb cloths, and parlor and door mats in all variety.

The Curtain department contains a rich assortment in French, Pekinades, Terrys and Reps, plain, striped and brocaded, together with Damasks, with all the trimmings to match. Furniture manufacturers are supplied in this line with materials for upholstery. Here, too, are newest designs in Nottingham lace curtains and curtain nets, double and single bordered, curtain holders, drapery cords and tassels, gilt window poles, German gilt plates and black walnut cornices. Curtains, lambrquins and cornices manufactured to order.

They also keep on hand an extensive stock of Flock, Hair and Excelsior Mattresses, Feather Beds, Flock and Feather Pillows and Bolsters and Cushions of all kinds. Their Combination Spring Mattress, which is a specialty in this establishment, is admirably adapted to home comfort at a moderate price.

They have a factory in Mill street for the manufacture of Flock for wholesale and retail trade, operated by steam-power, which is the only one in the Lower Provinces, in which it has a large sale. Here are also manufactured the various kinds of mattresses and feather beds, etc. Connected with this factory, and operated by its power, is a Carpet Beater, the only one in the country, and of the greatest utility.

Messrs. Sheraton, Son & Skinner, with their facilities in machinery, skilled workers, and full and rich assortment of goods, are competent to fit up the houses of their patrons in the most tasteful and comfortable style, as so many of their residences abundantly testify.

C. & W. DELLA TORRE & Co.,
Importers of English, French and German Fancy Goods,
GRAND FANCY REPOSITORY,
No. 23 King Street.

THIS establishment dates back to 1835 with Mr. Della Torre, a native of Italy, who continued it for many years, when he sold to his brother, J. Della Torre, of London, who shortly after sent out one of his sons—Anthony, who now has a similar establishment in Halifax—to manage the concern. He was soon succeeded by his brothers, Charles and William Della Torre, who bought the business of their father. William is the head-manager of this establishment, and Charles superintends a similar business in London, G. B., owned by the same firm.

This establishment is the only one of the kind in St. John, or in the Provinces, and is so varied and multifold in its catalogue of fancy articles, as to challenge any demand which may be made upon it outside the staple merchandise of trade. To gather up, arrange and classify such an infinitude of articles requires a genius which evidently was born in the family. The stock is all selected from the best European and American markets, in which it has the great advantage of the aid of its London house, combined with the assistance of active agents.

To enumerate these goods by classes would exhaust our limits. Among them Jewellery, Watches (Silver and Gold), and Gilt Goods in all their variety of grade—Leather Goods, which fill pages of catalogue—Cabinet Goods at length and of exquisite workmanship, and curious work in ivory, bone and woods—Table Mats—Perfumery of all the most celebrated makers, and Toilet Goods without limit, from the cheapest to the best—Musical Instruments, embracing all the line of goods which enter into the soft melody of the serenade, the inspiration of the dance, or the ardor of martial parade—Hardware in its long array of small articles—Baskets of all descriptions; in Optical and Scientific Instruments its stock is replete for use by sea or land.

Cricketing Goods and the accoutrements of Archery are in stock, and Fishing Tackle sufficient to please every one but the victims of the sport. Glass and Parian goods crop out among the crowded wares, and in the line of Children's Toys there is no end to the delight they may introduce into the young household, and the joys they can bring to the Merry Christmas.

We despair of indicating the varieties which fill this wonderful bazaar. It must be seen to be appreciated, and we do not wonder its business, in retail and wholesale, has quadrupled within a few years, as the people of the Provinces, through its travelling agents, become acquainted with its resources.

& Co.,
Fancy Goods,
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J. & W. F. HARRISON,
Wholesale Dealers in Flour, Meal, Grain,
Provisions, Teas, Tobaccos and West India Goods.

Office, No. 16 North Wharf.

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THE members of this firm were born in Queen's County, and spent their early years on the farm. Jeremiah came to this City about 1848, and worked at the carriage trade, which he completed at Newark, New Jersey. Returning here, he built a carriage factory in Portland about 1851, and was joined in the business by his brother, W. F. Harrison. The factory was fully equipped with all the latest improvements of the day, and carried on an extensive business, employing sixty hands, till 1857, when it was destroyed by fire.

Saving some \$10,000 from the wreck and insurance, they changed their business by building, the same year, a store and wharf at Portland Bridge, and engaging in merchandise—settling down into the leading lines indicated at the head of this notice. They moved into their present location in 1869, but still continued their old store as a retail feed and grain store.

Their brick warehouses in Robertson Place, in rear of their office, are on an extensive scale, and admirably adapted to their trade, in their facilities for receiving and shipping goods, and have a capacity for storing 15,000 barrels of flour.

The house have large direct importations in the West India trade, and deal extensively in teas and tobaccos. In connection with their business, and on their premises, is a bonded warehouse. They also employ a grist-mill a few miles from the city for the manufacture of meal from importations from the southern markets.

Their trade was quite limited in the first years, but rapidly augmented, for many years doubling year by year, until reaching from a million to a million and a quarter dollars annually, and extending throughout New Brunswick and the Bay shore of Nova Scotia, and becoming the largest in several lines of any house in the city.

Their honorable reputation for straightforward and upright dealing, united with energy and enterprise, have given the firm a strong hold in the business community, and these qualities are at the bottom of its extensive and increasing business.

Messrs. Harrison were first among the original promoters of the River de Loup Railroad, in which they have a large interest. They are large stockholders in the Spring Hill Coal Mine, and in the Victoria Hotel Company, in which one of them is a Director. They are also interested to a considerable extent in shipping and other commercial and financial operations.

THE GROCERY BUSINESS.

The wants of the people at the mouth and on the banks of the St. John river, in the grocery line, were supplied for many years after the landing of the Loyalists by the Colonial vessels trading with the West Indies and ships direct from Great Britain. The feeling of enmity against the United States was so great that there was hardly any communication with Boston or New York, nothing being sent there for sale and nothing brought here from those ports. There was frequently a scarcity of sugar, molasses, etc., but the supply of Jamaica rum must have been unbroken if there was truth in the declaration of a Loyalist gentleman, in response to Governor Harvey's inquiry as to the quality of the water in St. John, that he "had not tasted it for forty years." St. John rapidly gained almost a monopoly of this trade for the Province, and soon began to supply the western portions of Nova Scotia. The trade grew in proportion to the growth of population, nearly all of the importations continuing to be made from England and the West Indies, and almost nothing being brought from the United States. The Reciprocity Treaty, however, by enabling us to sell our products advantageously in the United States, worked a partial revolution in the grocery trade, and we began to import largely from our neighbors, bringing goods from Boston and New York in exchange for our fish, lumber, potatoes, etc. The abrogation of this Treaty checked the growth of this trade, but did not destroy it. Direct communication with the West Indies, South America and Europe received a new stimulus, and has been steadily increasing. The vast increase in manufacturing, and the change which has taken place in the manner of living among the agriculturists within a generation, have caused the importation of groceries to increase with great rapidity, and some St. John houses, with customers all along the Bay Shore, on the St. Croix, to the head waters of the St. John, and the North Shore counties, do a vast business. The firm of Jardine & Co. is the oldest now in this trade, it having been founded in 1830. Last year New Brunswick imported, the bulk of the importation coming to St. John, the following, which we give as illustrative of the magnitude of the trade:

Tea (black),.....	\$326,018
Sugars,	243,772
Molasses,	171,400

D. BREEZE,
WHOLESALE AND RETAIL GROCER,
WINE AND SPIRIT MERCHANT,
No. 1 King Square.

WILLIAM BREEZE, a native of St. John, having clerked in the above line of business for several years in some of the best houses in St. John, commenced business for himself in 1840 in the premises at the corner of King Square and Charlotte street, which were built for a church in 1824, and originally called Asylum Chapel, originating in a split in the Methodist denomination. The Episcopalians subsequently hired and occupied it; in 1836 the Presbyterians bought it, calling it St. Stephen's Church, and in 1847 Capt. Stephenson became proprietor and remodeled it by converting the first floor into stores and the upper portion into a hall for public uses, which has since been connected with the stores. The building has stood as a monument unscathed through several contiguous conflagrations.

In 1854 Mr. D. Breeze, who had served for several years with his brother, became a partner with him under the firm of William & D. Breeze. This firm continued till 1871, when the senior member retired, since which time the business has been conducted by the present proprietor.

The store is finely located for family trade, and as the proprietor makes it his special aim to deal only in the very best commodities required in family use, the long established business has constantly increased, not only with the increase of the population in that quarter of the city, but in consequence of the excellence of the goods in which it deals.

It is unnecessary to enumerate the lines of groceries which make up the well selected assortment of this establishment. In the leading staples it has the best of home and foreign productions—the finest grades of flour from the upper Provinces, of Scotch and American sugars, English and American pickles, West India goods, etc. Not only the more substantial of life in best quality are kept in stock, but the best of package goods which now enter so largely into family consumption, put up in glass and metal by packers of the highest repute.

Mr. Breeze is also a direct importer of the best liquors and wines, which he keeps in stock for family supply—both in wood and glass—which he can warrant both in quality and age, and which have given entire satisfaction to his patrons. Besides his large and still increasing retail family trade, Mr. Breeze does a large and flourishing country jobbing business.

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R. E. PUDDINGTON & Co.,
WHOLESALE AND RETAIL GROCERS,
DEALERS IN FRUIT,
No. 44 Charlotte Street.

MR. ROBERT E. PUDDINGTON, a native of King's County, came to the city in 1854, when sixteen years of age, and entered the store of Brown & Co., wholesale and retail grocers, on Charlotte street, where he continued six years.

He then commenced business in the same line, on the same street, in company with Hugh U. Ewing, under the firm of Ewing & Puddington. This partnership continued three years. When it was dissolved, Mr. Ewing remained in the same stand, and Mr. Puddington opened a store in Mr. Coffee's building on the same street, where he carried on a very successful business for five or six years.

In 1860, having obtained a long lease of the land, he erected thereon the substantial store which the firm now occupies. In 1874 he associated with him his brother, James E. Puddington, who also came from Clifton, and clerked for eight or nine years with his brother. On account of the ill health of the senior partner, he now has the principal management of the business.

Messrs. Puddington have from the start determined to maintain a first-class wholesale and family grocery store, and while they do a large and flourishing jobbing business, they pay more particular attention to the retail family trade, and number among their patrons a goodly portion of all the best families in their quarter of the city.

Their goods are selected with the greatest care from the best production and manufacture, which they import directly from England, Scotland, Boston, New York, and purchase in the Canada market. They carry a full stock of the great staples of consumption, and in the line of luxuries—represented by goods in metal and glass—which have now so generally become the necessities of life, their catalogue is as extensive as the superior quality of the individual articles. All articles usually found in a store of this kind may always be obtained here, and warranted to give entire satisfaction in quality and price.

In its season, very particular attention is paid to Fruit, which is selected with the greatest care, and distributed in perfect condition to the patrons of this worthy establishment. A business conducted on the principles of this house cannot fail, and has not failed, to meet a deserved success.

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ARCHIBALD ROWAN,
PLUMBER AND GAS-FITTER,
No. 58 Water Street.

Mr. ROWAN has the honor of nativity in Ayrshire, Scotland, near the soil which raised the immortal Burns. He was, however, raised in Glasgow, where he learned his trade, whence he came to this city in 1850. Here he worked with Alexander Campbell in gas-fitting business for a year, and then started for himself in Water street. Mr. Campbell dying in the course of a year, Mr. Rowan bought out the concern, which occupied the present premises, and has continued it till now.

Gas was introduced into St. John in 1845, and Mr. Rowan's principal work for several years was in gas-piping and fixtures. Although plumbing here commenced much earlier, it did not assume much importance before 1852, since which time the business has rapidly grown in magnitude, and become, as in other cities which have the luxury of water-works, a thing of course in every respectable residence.

With the full benefit of water-works the plumber's art not only introduces a luxury into private residences and public buildings, but provides sanitary facilities which are essential to security of health and life. Mr. Rowan not only thoroughly understands the trade in all its details, but has most skilful employees in his service. The more modern residences of our citizens exhibit the handiwork of this branch of business in a style unsurpassed in any city. Among the public buildings which have received Mr. Rowan's attention in this particular may be named the Maritime Bank, Academy of Music, Bank of New Brunswick, and many others. The new Post Office is now undergoing the same equipment at his hands, which will be worthy of that institution. Mr. R. keeps on hand a full stock of all the materials which enter into this work.

In the gas-fitting department Mr. Rowan's facilities and experience enable him to execute his work in a very thorough manner and at satisfactory rates. The work in this line in the buildings already mentioned as plumbed by him was also his, and among his larger operations in gas equipments was the Victoria Hotel. He deals extensively with the leading manufacturing houses of Philadelphia, New York and Boston, and is prepared to furnish to order fixtures in every style.

Mr. Rowan gives strict attention to his business, which not even the Aldermanic honors and duties for Queen's Ward during eight years appreciably impaired.

THE HARDWARE BUSINESS.

Fifty years ago the only hardware dealers in St. John were James Hendricks and Ralph Jarvis, on North Wharf, and Munson Jarvis & Son, on South Wharf. In addition to these Mr. Dyer and Alex. Yeats, whose chief business was Saddlery, kept good assortments of the lighter kinds of hardware, and almost every shop had a small assortment, especially of such articles as are used in the household. Cutlery, locks, pots, kettles, axes, hammers, nails, etc., were to be found side by side with dry goods, groceries, woodenware, tins and liquors. Every merchant, in those days, was forced to receive dressed hogs, poultry, potatoes, fish, etc., in exchange for his wares, and felt it incumbent on him to keep nearly every article required by his customers. Hendricks and the Jarvses had, however, got fairly started in hardware as a specialty, and some of the general dealers were beginning to go out of the trade.

The prices of some articles in this line were very high at that time as compared with the prices that rule now. Shingle nails, for example, were twenty-five cents per pound, and some other kinds thirty cents, but they were wrought nails.

Alex. Yeats, soon after 1835, dropped the saddlery business and expanded the hardware branch of his trade into large proportions, and afterwards devoted himself almost wholly to shipping and the iron trade. C. C. McDonald married Dyer's daughter, succeeded him in the saddlery and hardware business, and turned his attention wholly to the latter. Walker Tisdale & Son, Thorne & Lee, Wm. H. Adams, the Carvills, McAvitys, Burpees and others opened new establishments or succeeded to the proprietorship of old ones, and a fierce and ruinous competition sprang up in hardware, so ruinous that nearly all those who were engaged in it became bankrupts, more failures having occurred in this business, perhaps, than in any other. There are but two old concerns now in the trade, the rest being of comparatively recent establishment. The trade is one that requires constant watchfulness and judicious and cautious buying, as stocks are apt to become heavy and deteriorated. It has always been, especially in its heavier lines, more or less mixed up with shipping and shipbuilding, although the hardware dealers of St. John are not, like those of many other ports, dealers in ship chandlery.

The character of the goods has steadily improved, farmers and others demanding the best instead of the cheapest articles. Until recently the hardware all came from England, with the exception of a few articles, but now the importations from the United States are very heavy.

GEORGE CARVILL, *IRON AND TIN-PLATE MERCHANT,*

No. 4 Nelson Street.

MR. CARVILL is a native of Newry, County Down, Ireland, where he served an apprenticeship in the iron business. He came to this city in 1844, and went into the iron store of his brother, William Carvill, who came here from the old country in 1836. He managed the business for his brother, who went to Dublin, where he has remained ever since, and in 1850 he entered into partnership with him under the style of William & George Carvill. This firm continued till 1869, when William's connection ceased.

Since 1844 the place of business has remained unchanged, with the warehouses in the same street. Formerly, with one partner in Dublin, the house shipped largely of lumber to that port, and received in return cargoes of iron, an arrangement highly advantageous to the success of the house.

The store and extensive warehouses of Mr. Carvill give evidence of the large and thrifty business which has been transacted by this old established house, which for nearly forty years has supplied material for the important and heavy manufacturing interests of St. John and the Province.

It carries a very complete and heavy stock of all the metals in the shapes required by the trade—Bar Iron of all sizes and the various grades of coarse and refined, with a full line of Sheet Iron in all qualities, and a heavy stock of the various grades of Pig Iron. In Cast, German, Spring and Blistered Steel the assortment is large and full. Tin-plate figures largely among the importations, together with Lead Pipe.

Among the imported manufactures, which include many minor articles, are to be found such important wares as Anvils, Vices and Bellows for Smiths' use, of the best makes, superior English Spikes and Anchors and Chains. Patent Metal for ship's bolts is also largely in stock.

The close attention given by this house for so many years to the special lines of its trade, and the superior facilities within its reach for purchasing stock, have built up a large business on a solid and enduring basis, to which straightforward and honorable dealing have contributed in no little measure.

JAMES DOMVILLE & Co.,
Wholesale Merchants,
WEST INDIA GOODS, TEAS, &c.,
Agents Cold Brook Rolling Mills Co.

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MR. DOMVILLE is a member of Parliament and President of the Maritime Bank of Canada. He has had over eight years' experience in the West India trade, and the firm does the largest business in the importation of Sugars, Molasses, etc., of any house in New Brunswick.

Messrs. Domville & Co. have offices at No. 9 North Wharf, and are lessees of the Brown and Hare wharves and warehouses at the foot of Union street. Ships of large size discharge cargoes of molasses, sugar, tea, etc., at the doors of their warehouses, and Intercolonial Railway cars are loaded and unloaded within a block, making the facilities of the firm, for the transaction of business in heavy goods, of the very best character, and enabling them to receive and ship merchandise, either by land or water, at a small expense for handling.

The Cold Brook Rolling Mills were established over thirty-five years ago by the late Mr. W. H. Scovil, became the property of Messrs. Domville, Scovil & Co. in 1867, and passed into the hands of the Cold Brook Rolling Mills Co. in 1873. The works include a Nail Factory at Cold Brook, and a Rolling Mill and Merchant Bar Mill at Moosepath station on the Intercolonial Railway. They produce Cut Nails, Cut Spikes, Wrought Ship Spikes, R. R. Spikes, Merchant Bar Iron, Ship Knee Iron, Mine Rails, etc., etc., of the very best quality. The buildings have been enlarged lately, and the newest and best machinery has been added to the establishment. The works are run night and day, and ready sale is found for all they produce. A dividend of twelve per cent. was paid on the stock of the Company last year. Mr. Domville is Managing Director, Mr. E. G. Scovil, Superintendent of Works, and Mr. J. Scovil, Secretary of the Company. Mr. E. G. Scovil was formerly of Domville, Scovil & Co., and thoroughly understands the business, having spent many years at it, and acquired a practical knowledge of all its details.

The Rolling Mills and Nail Factory give employment to a large number of hands, and form one of the most important manufacturing establishments of the Province. The coal used in the furnaces, which used to be obtained via St. John, is now procured much more cheaply by rail direct from the Spring Hill Mine. The Company's manufactures enjoy an excellent reputation, are in great demand, and are rapidly driving foreign manufactures of the same kind from Canadian markets.

JAMES L. DUNN & Co.,
Importers of Iron and Ships' Outfits,
North Market Wharf.

MR. DUNN's parents were from Londonderry, Ireland, and he was born in Hampton, King's County. He went into the office of Messrs. D. & T. Vaughan in 1846. They were engaged in the Deal business, besides being large shipowners. In addition to his regular clerical duties, he was also Secretary and Treasurer of the York and Carleton Mining Company. He continued with Messrs. Vaughan till 1851, when he went into the Ships' Outfits and General Business in Water street, in company with Mr. McMoran, under the style of McMoran & Dunn.

In 1852 the firm purchased the Iron Business of Thos. F. Raymond, Esq., corner of Union and Smyth streets, and continued both stores until 1856, when their warehouses in Water street being burnt, the business there was discontinued.

In 1855 they established a shipyard at Dorchester Island, where they built five large ships. In 1857 they closed this yard and resumed the business at Marsh Bridge, where they built four more ships. During their shipbuilding operations, Mr. John Frederickson was their foreman.

In 1860 Hon. John Robertson built for them the large warehouse and office at the lower end of North Market Wharf, into which they moved their iron business. In 1866 Mr. Dunn purchased Mr. McMoran's interest in the concern, and added to it the business of Ships' Outfittings, carrying it on in his own name till 1871, when he associated with him Mr. L. H. Vaughan, son of Henry Vaughan, Esq., one of the partners of the late firm of D. & T. Vaughan, with whom Mr. Dunn served his clerical apprenticeship, under the present style of Jas. L. Dunn & Co.

The firm carry on the iron and metal business extensively, in which they keep a large stock constantly on hand, and they are prepared to furnish vessels of all sizes with complete outfits. Their warehouse is most favorably located, and is replete with the best articles in their line. Both partners are also largely interested in shipping, and owners in a considerable number of vessels. Mr. Dunn's experience in the business with which he has been connected for nearly thirty years, and his acquaintance with shipbuilding, together with the junior partner's acquaintance with the general business, enable them to fully meet the requirements of the trade. Mr. Dunn is also a Director in the Spring Hill Coal Mining Company.

S. HAYWARD & Co.,
WHOLESALE HARDWARE,
41 Prince William Street.

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Mr. HAYWARD is a native of King's County, N. B. When only eighteen years of age he began business on his own account by opening a country store. His entire capital consisted of £50, which he had made by occasional strokes of buying and selling in which he had engaged while working on his father's farm. After conducting a profitable trade for several years, Mr. Hayward sold out, and went to seek a better home and a quicker mode of getting rich in the Great West. After years devoted to rather unprofitable prospecting on the slopes of the Rocky Mountains and the Pacific coast for the desired locality, he concluded to return to his native New Brunswick, richer in experience if not in money, and settle down and be content. In accordance with this resolution he returned, and, in 1870, entered the hardware house of Messrs. Warwick, Clarke & Co. as junior member. He has since bought out both partners and become sole proprietor of the business, which is now one of the most important and successful houses in the city.

This is a strictly wholesale house in such lines of hardware as are generally kept by country merchants, and does a very large business with them. It is well known for the courtesy, promptness, carefulness, and straightforwardness of its dealings with its customers, and in these characteristics is the secret of its great success in the past, the cause of the rapid growth of its trade at present, and the promise of its increased prosperity in the future. The stock, which is among the largest and most varied in St. John in all lines of the hardware business, is shown with pleasure to all who wish to inspect it, and orders by mail or otherwise are filled without delay. The goods are all of the best quality, having been carefully selected from the productions of the best makers, and the prices are as low as they can be made. As the business is run in an economical manner, no expenses being incurred for show or for pushing business beyond legitimate limits, small profits only are required. The situation of the warehouse is central and convenient, being in the heart of the business portion of the city.

This house has an agency for the celebrated Waterville Scythes, which are unrivalled for excellence and are rapidly increasing in popularity. It is also sole agent for the Penobscuit Glue Factory, the only establishment of the kind in the Maritime Provinces, and one that promises to be an important addition to New Brunswick's manufacturing interests.

W. H. THORNE & Co.,

Wholesale and Retail Dealers in Hardware, Agricultural Implements, Mill Supplies, &c.

CANTERBURY STREET AND MARKET SQUARE, COR. DOCK STREET.

Agricultural Warehouse, Paddock Street.

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MR. THORNE, a native of St. John, was bred to the Hardware business with Messrs. I. & F. Burpee & Co., and in 1867 started business (wholesale and retail) in Market Square, continuing till 1875, when he associated with R. C. Scovil, a native of King's County, who had previously been largely engaged in lumbering on the North Shore with head-quarters at Shediac.

Their Market Square store becoming entirely inadequate to their increasing business, in April they moved their wholesale department into the spacious building on Canterbury street erected to their order by Hon. T. R. Jones, and adjoining the store occupied by T. R. Jones & Co. The store is 56 feet front, 48 feet deep, four stories in height besides basement, and is one of the most substantial structures in the city. Its ample front gives abundance of light, and its internal arrangements are admirably adapted to the ready and easy handling of goods. The several flats are entirely open except the counting-room corner on the first floor, and a large and finely fitted up sample room contains specimens of all their small wares, on the second floor.

In the line of hardware and building materials their list is very full, importing very largely from American manufacturers, as well as from English and Canadian houses. The importations from the States have doubled within a year. They carry a large stock of paints and oils, mostly of English importation; also, of German and English window-glass.

They are probably the largest dealers in agricultural implements in the Provinces, with a rapidly increasing business, representing the Dunn Edge Tool Co. of Waterville, Me., having the special agency of Richardson's Buckeye Mower, and of the Champion, manufactured by Joseph Hall at Oshawa, Ontario; also, of the Whitcomb and the Ithaca Wheel Rake, and the Horse Drag Rake, and for Bullard's Hay Tedder. They manufacture a patent hay band for pressed hay, for which they will this year import over twenty tons of iron. Last year they sold one hundred and fifty mowing machines, five hundred horse rakes, and the common make by the thousands. Their warehouse is on a scale commensurate with their business, and is completely filled with these bulky wares.

They are also agents for the Hazard Powder Company of New York, and of Pigou, Wilkes & Lawrence of London, always keeping in stock from fifteen hundred to two thousand kegs of blasting and sporting powder.

In American Rubber and Leather Belting they are fully supplied, and have a large stock of the celebrated Fairbanks counter scales. Their wares are of the best manufacture and selected with the greatest care, and their enterprise and fair dealing can but reap a merited success.

HUTCHINSON,

(Established 1819).

CHRONOMETERS, WATCHES AND JEWELLERY,

No. 2 Imperial Buildings, Prince Wm. Street.

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THE HUTCHINSON family has a chronological reputation for four generations. The grandfather of the present proprietor learned the trade in the old country, and came over to this country and carried it on in St. Andrews. His father (William) came from Londonderry, Ireland, where he learned and carried on the trade. His destination was Philadelphia, to take his brother's business there, but being shipwrecked near Liverpool, Nova Scotia, and his wife being unwilling to tempt the water further, the family settled here, and Mr. Hutchinson set up his shop in the old Coffee House, corner of King street and Market Square in 1819.

His brother George came over about a year after and formed a partnership with him under the firm of William & George Hutchinson. George retired some years after and set up in Dock street. William continued for some time, but retired in 1856, when his son, George Hutchinson, jr., in company with his uncle George, purchased the concern, and carried it on under the firm of G. & G. Hutchinson. In 1860 George retired, since which the present proprietor has conducted the business up to the present time. When the old Coffee House was torn down to make way for the present building, the establishment made several moves and finally got back on the same lot where it started fifty-six years ago. Previous to 1819 this lot had been in possession of Chas. McPherson, grandfather of Mr. Hutchinson's wife. Mr. Hutchinson deals in all the best makes of European and American Watches and in fine Jewellery, and with a first-class Copenhagen artisan manufactures to order jewellery not surpassed in Europe for style and finish. An exquisite filigree set, costing \$250, was executed at this establishment. The same artisan was employed while in Copenhagen upon a set for a member of the British Royal family.

Very special attention is paid to the rating of chronometers from comparison with astronomical clocks, corrected by solar and sidereal observations. Mr. Hutchinson has a mounted transit instrument near his residence, convenient for frequent observation. He is the regulator of the city clocks, and is appointed by Government superintendent of the Time Ball, which drops at the Custom House at one o'clock every week day.

Mr. Hutchinson also deals in Mathematical, Optical and Nautical Instruments, in which he has an assortment of the best articles made in these several lines. His son is receiving his training in the establishment, which makes an unbroken line of four generations in the important office of noting true time and contributing to habits of punctuality.

C. & E. EVERETT,
Hatters and Furriers—Wholesale and Retail,
17 King Street.

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THIS old and well-established house originated with Mr. C. D. Everett in Fredericton in 1824, who soon after associated with David Strickland under the style of Everett & Strickland. In 1825 they established branch houses in St. John, and in Miramichi, Mr. Everett moving to St. John the same year. In the great New Brunswick forest fires of that year, which destroyed Fredericton and Miramichi, their stores and factories in both places were burnt.

In a year or two after, the firm dissolved, Mr. Strickland taking the Fredericton and Mr. Everett the St. John business, the latter continuing alone till 1848, when he took his son, Charles A., into partnership under the style of C. D. Everett & Son. This firm continued till 1866, when the father retired, and Charles associated with him his brother, Edwin J. Everett, under the present style of C. & E. Everett. The first place of business was in Dock street—then in Market Square, on the site of the London House, till 1837—then in the old Coffee House, corner of King and Prince William streets, where they continued until 1852, when the building was removed to give place to the Gillis Block, they locating on King street.

The silk hat was unknown when the founder of this house commenced in 1824. The hatter of that day worked in wool and fur, the greater part of which was of native growth. Various kinds of fur that never saw the beaver went into the *Beaver* hat. Thus Mr. Everett naturally became a fur buyer and shipper to the English market of all descriptions not required in his own hat manufactory. The purchase of native furs has been continued by this house down to the present time, not however to be used as formerly in making the Beaver hat, whose waving nap has given place to the glossy silk hat which they manufacture in perfection, but to be converted into the many articles of comfortable and elegant apparel for both sexes, while the bear, wolf, raccoon, wolverine, lynx, wild cat, buffalo, and other animals furnish the skins from which this establishment produces the Robes so indispensable for the merry sleigh-ride or the more prolonged winter journey.

The necessities of their trade have compelled them to extend their fur purchases far beyond their original limits. In the European and North-Western markets, they purchase from first hands all the fashionable furs produced in those countries, and their surplus native skins are sold in London by their agents, the celebrated Fur merchants, Lampson & Co., with whom the Messrs. Everett have done business for forty years.

Over thirty hands find constant employment in the Fur, Hat and Cap Manufactory belonging to this establishment—the constantly increasing business giving evidence of the esteem in which the firm is held by their large circle of customers.

HISTORICAL SKETCH OF INSURANCE.

The business of insurance is prominent among the many illustrations of the tendency to association which is at once the effect and the cause of advancing modern civilization. By means of it the resources of many are aggregated for the protection of each, each one paying over a part of his profits, so small as not to inconvenience him, and thus obtaining protection against a loss which would crush him; and what he pays helps to form the fund which indemnifies others. Hence commerce and enterprise are promoted and developed to an extent far beyond what would otherwise be possible, and ventures are not only possible but prudent under the system which without it would be so rash that only the reckless would undertake them.

By some it is supposed the practice of insurance was known among the Romans, but there is nothing authentic in regard to it. Chief Justice Coke, in 1588, notices the practice as a novelty. The first English statute which recognizes it is 43 Elizabeth, c. 12 (1601). Wisby, in his maritime code, published probably about 1250, speaks of it, but this is supposed to be an interpolation. It is possible insurance was practised centuries before it was recognized by law. The famous Lloyds had its origin in Lloyd's Coffee House in London, where merchants met to drink and talk over their ventures, and where they entered into insurance compacts.

In 1720 Government granted a monopoly to the Royal Exchange and the London Assurance Companies, upon the payment of a large sum by them into the Government coffers, which, in connection with the Lloyds, occupied the entire field till 1824, when these exclusive powers were repealed and enlarged facilities permitted.

The London Assurance Company extended its operations to Life insurance in 1721. The Equitable of London is the oldest exclusive Life Company. It began in 1762, and had the same premiums for all ages. In 1780 it began to operate on a system of graduated tables. All the above named Companies are still existing.

The subject of Fire insurance was first agitated immediately upon the great fire in London in 1666, but no company was formed till 1680. It was called the Fire Office, and was a proprietary concern. In 1687 it appealed to the Lords of Privy Council for protection against an opposition company, and asked exclusive privileges because, as the memorial set forth, the proprietors "did invent and set up a new undertaking" in 1680 for insuring houses. The Hand-in-Hand Company, still existing, was instituted in 1696, and added Life insurance in 1836.

It will thus be seen that the business of Marine, Fire and Life insurance has long been in practice, working up from a crude state and a species of gambling, to a regular and well-defined science of vast extent in its beneficent operations.

UNION MUTUAL Life Insurance Company of Maine.

(Organized 1840.)

DIRECTORS' OFFICE, 153 TREMONT STREET, BOSTON.

HENRY S. WASHBURN, Pres.

W. H. HOLLISTER, Sec'y.

JAMES C. BENN,

SUPERINTENDENT FOR MARITIME PROVINCES,

Head Office, Academy of Music Building, St. John, N. B.

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THIS firmly established Company has an unexceptionably successful record of more than a quarter of a century, issuing policies on all the most approved popular plans, and by its well-won reputation for sound management and prompt dealing is rapidly extending its already large business, and stands in the front rank of those worthy institutions which have carried through years the millions confided to them with integrity, care and fidelity.

The twenty-fifth annual report of this Company makes a most satisfactory showing. From this one would hardly think the past year a dull one. Its premium receipts in 1873 reached \$1,670,205, while in 1874 they reached \$1,850,161, being a gain of eleven per cent. At the same time there was a decrease in death-losses, the total of which was \$453,631. The Company's interest receipts during the same time were \$558,538, or over \$100,000 more than the death-losses. For every \$100 of death-losses the Company received \$123.13 in interest.

The increase of new business is another satisfactory feature in the exhibit. Large as was the issue of policies in 1873, there was an increase of 1,824 in 1874, making a total of 6,132; and its 21,758 policies in force January, 1875, is 2,950 greater than at the close of the preceding year. There is also an increase of over one-half in the premiums on new business, those of 1873 being \$320,432, and \$483,229 for 1874.

The increase in assets has also been large, being \$1,046,800, or thirteen per cent. of those at the close of 1873, the total being now \$8,874,858. As for the items which make up this aggregate, the character of the Company's investments is unquestioned. Nothing better than these investments exhibits the characteristic solidity of the Company in all its departments.

The large general increase of the Company's business is applicable also to its operations in Canada. It has largely increased in the Dominion since its agency was established here, and for the year 1874, 1,056 policies were issued against 568 in 1873. It has a deposit of \$100,000 at Ottawa for the protection of its Canadian policy-holders.

C. E. L. JARVIS'S INSURANCE AGENCY,

Fire, Life, Accident and Guarantee,

No. 2 Princess Street.

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Mr. JARVIS, a native of St. John, in early life resided in St. John's, N. F., where he was engaged in Marine, Fire and Life insurance for eight years. He returned to this city in 1865, and the next year was appointed General Agent for the Province of New Brunswick of the Queen Insurance Company of Liverpool and London, succeeding the late George Styment.

He was for several years Secretary of the New Brunswick Board of Fire Underwriters, during which time two of the several tariffs of rates adopted by the Board, were prepared by him. More recently he was appointed General Agent for New Brunswick and Prince Edward Island of the Accident Insurance Company of Canada, and General Agent for New Brunswick of the Canada Guarantee Company.

The Queen Company for Fire and Life insurance has a capital of \$10,000,000, and has a business in the Province of New Brunswick second only to the Liverpool and London and Globe Company, having been represented here for seventeen years, and being the third oldest agency of British companies. It has paid out in satisfaction of claims over \$6,741,570, of which, during the last nine years, it has paid in New Brunswick \$196,105. The Queen is one of the three British companies whose investments and premiums in the United States exceed a million of dollars.

The Accident Insurance Company of Canada, of which Sir Alexander T. Galt, of Montreal, is President, and Edward Rawlings, Manager, is a new company which is growing into favor, and its business is rapidly increasing, tickets now being placed at stations on the Intercolonial and other railways.

The Canada Guarantee Company is authorized by the Dominion and Provincial Governments—head-quarters Montreal, with same offices as the Accident Company. It is devoted solely to the issuing of bonds of suretyship for officers of the Crown in all departments of the civil service; also, for officers of Banks, Railway and Commercial institutions generally, by which system private suretyship is rendered unnecessary. These bonds are accepted by the Dominion and Provincial Governments in lieu of private suretyship. The premiums are trifling compared with the benefits derived.

The offices of the Queen and of the Liverpool and London and Globe are connected in Princess street, and the rooms are well arranged and every facility afforded for the transaction of business. Mr. Jarvis has made Insurance his life business, and proved a most worthy and efficient officer in representing sound companies and dealing justly and satisfactorily to all parties.

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ROBERT MARSHALL,
General Agent for Fire and Marine Insurance,
ATTORNEY AND BROKER FOR NEW BRUNSWICK LLOYDS,
NOTARY PUBLIC, &c.

Head Office,—Corner Prince William Street and Market Square, St. John, N. B.

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MR. ROBERT MARSHALL was born in Nova Scotia, April 27th, 1832, son of Mr. Alexander McNaughton Marshall, and great-grandson of Robert Marshall, Esquire, who emigrated from Dumfries, Scotland, in 1771. All his forefathers came about the same time to Nova Scotia from Dumfries, with the exception of the Johnson branch of the family, which emigrated from the North of Ireland to New Hampshire about 1756: his great-grandfather, Mr. James Johnson, left New England with his family and brother, Lieutenant John Johnson, and settled in Truro, N. S., in the year 1761. On the 31st October, 1765, the Government granted to about seventy persons, then resident at Truro, the whole Township of Truro, about 80,000 acres. The names of both James and John Johnson above referred to appear on this remarkable grant, which is signed by Governor Wilmot. With his father, Mr. Alexander McNaughton Marshall, and family, Mr. Robert Marshall removed to Chatham, in the County of Northumberland, Province of New Brunswick, in 1837, where, having passed through the Grammar School, in 1849, as clerk and accountant, he entered the service of Messrs. Johnson & Mackie, a large mercantile, lumber and shipbuilding firm—an off-shoot of the well-known firm of Messrs. Gilmour, Rankin & Co., occupying the same commanding position on the South, that the parent firm did on the North side, of the Miramichi River.

In April, 1859, Mr. Marshall removed from Miramichi to St. John, the Government having appointed him accountant of the now Intercolonial Railway. When he opened his office in the depot only nine miles of the road were completed from St. John, and about seventeen miles at the eastern end from Point du Clene to Moncton. He took an active part in organizing the respective offices upon the line and adopting a system of Returns and Accounts, having visited the United States, Ontario and Quebec for the purpose of examining the systems used by other railroads.

In May, 1866, Mr. Marshall organized his present Fire and Marine Insurance Agency. He now represents, as General Agent for the Province of New Brunswick, the following Companies: The Imperial

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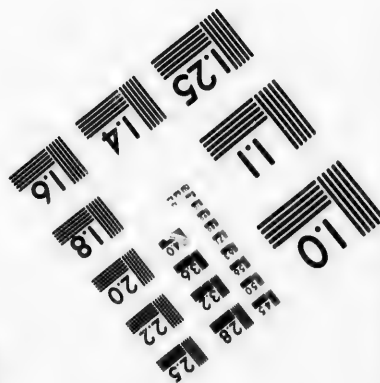
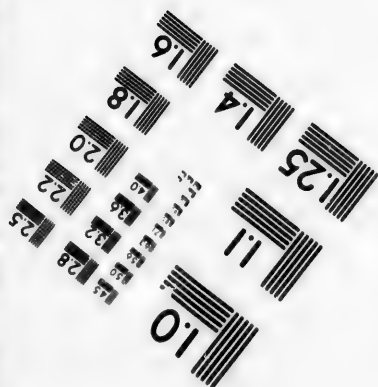
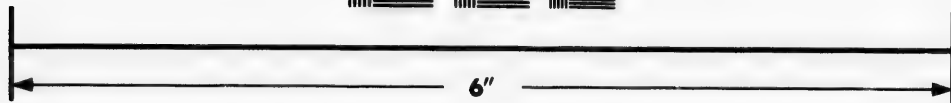
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Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**



Fire Insurance Company of London, established in 1803, one of the oldest English Fire Companies doing business in Canada; capital £2,000,000—£100 of the paid-up capital of this Company sells in the London market for £820, and averages a dividend of forty-two per cent. per annum;—the *Ætna Insurance Company* of Hartford, organized in 1819; capital and cash assets, \$6,000,000;—the *Hartford Fire Insurance Company*, of Hartford, organized in 1810; capital and cash assets, \$2,500,000;—the *British America Fire and Marine Assurance Company*, incorporated 1833; capital and cash assets, \$600,000 and upwards; head office at Toronto;—the *Phenix Insurance Company*, of Brooklyn, N. Y., incorporated in 1853, Fire and Inland Marine, with capital and cash assets exceeding \$2,000,000. These old-established and wealthy companies, amongst the very best in England, Canada and the United States, insure at the current rates. In the aggregate they have upwards of \$300,000 deposited at Ottawa. Mr. Marshall is also Attorney and Broker for New Brunswick Lloyds Association of Marine Underwriters, organized by him in 1872, and Agent for the Merchants' Marine Insurance Company of Canada; capital \$1,000,000, with power to increase to \$2,000,000. The aggregate losses paid by all these associations since their organization reaches the enormous sum of nearly \$90,000,000. Mr. Marshall has paid losses, for companies managed by him, since 1866 to the extent of nearly \$700,000, and has adjusted the respective claims which aggregate this amount in a manner alike satisfactory to the associations represented and to the assured.

Mr. Marshall holds a commission as Notary Public for the Province of New Brunswick, as well as commissions of the Peace for each of the Counties of St. John and Kings—being the only dual magistrate in the Province.

In 1868 Mr. Marshall, by request, submitted a paper to the Government at Ottawa upon the subject of a Canadian system of classification and inspection of shipping, which, in the interest of the tonnage of the country, he urged should be established by the Government, and yet largely controlled by the leading ship-owners. In the same paper he urged the Canadian Ministry to establish a Bureau for the examination of Masters and Mates, claiming that the certificates of such examination would be recognized all over the world as of equal value with certificates granted by the Boards of Trade in England.

This suggestion was carried into practical operation, with the exception that the law did not extend to inland waters. But agreeably to the suggestion of the Dominion Board of Trade, the Government, during the past session of Parliament, introduced an Act to extend the law over the whole of Canada, so the measure will

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be carried out as originally suggested, much to the advantage of the shipping interests of the Dominion.

In 1873 Mr. Marshall published a paper upon the subject of "Deck Loads," and transmitted a copy to the Department of Marine and Fisheries at Ottawa, as well as to the Under Secretary of State, London. Earl Kimberly, Secretary of State, in March, 1873, sent this paper to the Ministry at Ottawa, with a special despatch, in which his Lordship referred to the great importance of the subject, and the attention the subject was receiving in England, and asking for it the early consideration of the Ministry. An Act was subsequently passed limiting deck loads to the West Indies, during the winter months, to four feet six inches, and to Great Britain, during same months, to three feet. An effort is now being made, at the suggestion of the Dominion Board of Trade, to secure a convention of the Governments of the United States and Canada to adopt a general deck load law applicable to both countries.

As Chairman of a Committee of the Dominion Board of Trade, held at Ottawa in January, 1875, Mr. Marshall submitted a very able report upon the subjects of Fire and Life Insurance, indicating the course the Government should adopt in reference to these important subjects, which report, after prolonged discussion, was unanimously adopted; and already Parliament has given practical effect to the leading suggestions therein made.

Mr. Marshall's insurance record extends over a wide field, and shows a deep insight into all the various matters which are legitimately connected with this important subject, and a potential influence in securing needed reforms in insurance legislation and regulations. His success in the direct management of the companies of which he holds the agency is also in the highest degree creditable to his administrative ability.

At the fifth annual meeting of the Dominion Board of Trade, held at Ottawa in January, 1875, Mr. Marshall was unanimously elected Vice-President for the Province of New Brunswick. He has been an active member of the St. John Board of Trade, as well as that of King's County, since their formation, and for the past two years has been a delegate from the latter to the Dominion Board meetings at Ottawa.

In 1874 Mr. Marshall submitted a paper upon the subject of Canadian Tonnage and Plimsoll's Bill, which was well received by the Board, as well as the Press of Canada and the United States. In this paper he labored to establish the fact that the wooden tonnage of Canada would bear most favorable comparison with the iron-freight tonnage of the world, and pointed out wherein Plimsoll's Bill did great injustice to the wooden tonnage of Canada, which rightly holds a character equal, if not superior, to the iron tonnage which Mr. Plimsoll seeks specially to favor.

In this paper, as well as in an article on the subject published in the Press of St. John in April, 1873, Mr. Marshall claims for Canada the fourth, if not the third, place in gross amount of tonnage, and that she already owns more tonnage in proportion to her population

than any other country in the world. He claimed that the Dominion should have a "Canadian Lloyds" to fix the appreciation of her tonnage, which classification should be non-compulsory, and work in harmony with English and French Lloyds; and he urged the Government, when it proceeded to carry the law in reference to this matter into practical operation, to appoint Committees of Management for the respective Provinces, composed of leading ship-owners and others largely interested in the welfare of Canadian tonnage.

Agreeably to a resolution moved by Mr. Marshall, the Dominion Board of Trade memorialized the Government at Ottawa to take steps to prevent any legislation that may be had in the Imperial Parliament from prejudicially affecting the shipping of Canada, and the Ottawa Ministry are at the present time negotiating with the Imperial Government with a view to have the suggestion carried into practical operation.

Mr. Marshall also holds, under date of October 17th, 1867, a commission as Lieutenant in the Second Battalion of the St. John Light Infantry. He is also a life member of the Young Men's Christian Association of St. John.

MR. MARSHALL'S MASONIC RECORD.

Upon the demise of the late Hon. Alexander Keith, M. L. C., of Halifax, Nova Scotia, Robert Marshall, Esquire, was appointed Provincial Grand Prior of Knights Templar in Nova Scotia and New Brunswick, in his place. According to the *Craftsman*, Mr. Marshall holds a distinguished position in the Masonic fraternity. He is at present Deputy Grand Master of the Grand Lodge of New Brunswick, and President of the Board of General Purposes—Past Grand Superintendent of Royal Arch Masonry—Past Grand Master of Grand Council of Royal Select Masters and Appendent Orders—Inspector-General in New Brunswick for the Grand Council of Royal Ark Masons of England—Inspector-General of the Order of Red Cross of Rome and Constantine, S. of the H. S., under patent from the Earl of Beattie—A Life Member of the "Swedenborgian Rite of Freemasonry"—Representative of the Grand Council of Royal and Select Masters of the State of Massachusetts near the Grand Council of R. and S. Masters and Appendent Orders of the Province of New Brunswick—Commander-in-Chief of the Harington Sovereign Consistory (32°) of the Ancient and Accepted Scottish Rite for the Maritime Provinces. In 1870 the Supreme Council of the Thirty-third, or last Degree of Freemasonry of England, created Mr. Marshall a Sovereign Grand Inspector-General, or 33d, and appointed him the Representative, for New Brunswick and Nova Scotia, of the Supreme Council in Canada. Upon the establishment of an Independent Supreme Council of this Order for Canada in 1874, Ill. Bro. Robert Marshall, 33rd, was appointed Lieutenant Grand Commander.

Mr. Marshall is a Director in the "New Brunswick Masonic Hall Company," and with other leading masons is at present taking active measures to secure the early erection of a Masonic Temple on the eligible and spacious site owned by the Company on Germain street. The foregoing record, and the warm testimonials of Masonic periodicals, accord Mr. Marshall the credit of being largely instrumental in founding the higher grades of the Order in this Province of New Brunswick.

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T. A. TEMPLE'S
GENERAL INSURANCE AGENCY,
104 Prince William Street.

Mr. TEMPLE's parents came to St. John from London in 1820. His father, the Rev. William Temple, was sent out as a missionary to these Provinces by the Wesleyan Missionary Society. While a lad Mr. T. entered the office of Hatchford & Brothers, shipping and commission merchants, in Nelson street. In 1845 he became a member of the firm of Coburn & Temple, of Fredericton. From thence, in consequence of ill-health, he removed to New York in 1852, doing a commission business there until 1864, when personal interests demanding his attention here, he returned to this city, and ten years ago, established his Insurance Agency.

His Marine business, which had assumed large proportions, was at first principally carried on by individual underwriting, but in consequence of the panic of 1872, a number of underwriters having withdrawn, this organization was closed up, and it is now done exclusively by incorporated companies. Mr. Temple's facilities for placing large lines of Marine insurance on hulls, cargoes and freights, to and from all parts of the world, are first-class. Among the Companies doing business through him are, the Atlantic Mutual of New York; assets \$16,003,584—Pacific Mutual, New York, \$1,020,367—Millville Mutual, N. J., \$1,309,789, and Merchants' Marine, of Bangor, \$301,206, by all of which losses are equitably and promptly met.

In 1866 Mr. Temple was appointed General Agent for the Union Mutual Life Insurance Company, and established agencies in Nova Scotia, P. E. Island, Newfoundland and Bermuda, doing a profitable business. Declining a renewal of the contract with that company, which expired in 1872, he was appointed Attorney for the Dominion for the METROPOLITAN LIFE INSURANCE COMPANY of New York, and Superintendent for the Maritime Provinces. The evident superiority of the plans of the Metropolitan over the old forms of insurance, was so palpable as to secure for it, on its introduction, a line of business seldom equalled by any company coming into the Dominion.

In its Reserve Endowment and Reserve Dividend plan, it claims a combination of advantages—a greater variety of benefit—more of equity, simplicity and security, and a larger adaptation to the varied interests of insureds than characterizes any other plan before the public. The character of its management is exemplified in the election of such men as the Hon. ex-Governor Wilmot, of Fredericton, and John S. Maclean, Esq., President of the Bank of Nova Scotia, of Halifax, as full members of the Home Board of Directors, for the purpose of conserving the interests of the policy-holders in the Dominion.

Mr. Temple's successful Agency is founded upon the principles of equitable, prompt and liberal dealing.

THE LUMBER TRADE.

New Brunswick being a country originally covered with magnificent forests, the first business of its people naturally became the cutting and exporting of timber to other countries where sylvan wealth was less abundant. Over a large portion of its area lofty pines grew in great profusion, and at a very early period the pines on the St. John River became a subject of concern both to France and England for the supply of masts for the navies of these countries. When Acadia finally passed into the possession of England the Royal Navy was to a large extent supplied with masts from the St. John, and masts and spars may be said to have been the first articles of export derived from the forests of New Brunswick. The English Colonists who settled on the St. John River in 1764 devoted themselves mainly to agriculture, and paid little attention to lumbering. Even after the advent of the Loyalists, in 1783, the lumber export of St. John was for some years quite inconsiderable. No direct trade with Great Britain then existed, the commerce of the St. John people for many years subsequent to 1783 being almost entirely with the United States and West Indies. But that trade, such as it was, is scarcely worthy of mention here, as it has little or no connection with the present lumber trade of St. John, the great staple of that day being pine, as the great staple of the present day is spruce. White pine timber was the first regular article of private trade exported from Saint John to Great Britain, but in those early days St. John had many rivals as a place of export, the lumber trade of Saint Andrews and Miramichi being, in the year 1824, as large, if not larger, than that of St. John. The great fire of Miramichi in the following year gave the trade of that port a blow from which it was long in recovering, and about the same period Saint Andrews commenced to fall behind St. John in the export of lumber. The first spruce deal ever made in New Brunswick was cut in the year 1819, and the first cargo, which consisted of only 100,000 superficial feet, was shipped to England in the year 1822, but for many years the dimensions of the deal trade were very small. The year 1825 was a year of great activity and prosperity in the lumber trade, but it was followed by one of the most dreadful commercial disasters. Scores of men in St. John, who had been accounted rich, were beggared in a day, and St. John and its trade were, for a time, well nigh ruined. So sudden was the calamity and so widespread were its effects that many thought Saint John had fallen never to rise again, and large numbers of people left the Province about this time. The trouble did not originate on this side of the water but was the

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result of the financial madness which the wonderful prosperity of the years 1824 and 1825, had produced in England. Bubble companies of all kinds rose like mushrooms throughout the three kingdoms, and the capital of the country was absorbed in distant investments, which could never, by any possibility, be expected to yield a return. The spring of 1826 opened with depreciated stocks, glutted markets, and no buyers, and cargoes of lumber sent from St. John to Liverpool did not yield enough to pay the freight. But our city, though sorely stricken, was not utterly destroyed, and its trade presently revived. In 1828 the exports of the Province, mainly lumber, were valued at \$1,225,155 of which about one third went from St. John. The imports for the same year were in value \$3,127,803; both imports and exports being greater than in 1824, which was a year of almost unexampled prosperity. These figures show how rapidly St. John and the rest of the Province rallied from the disasters of 1826. In 1829 the exports of St. John were valued, in the Custom House returns at \$928,229, and we find in that year the exports of lumber from St. John were in value as follows:—

For United Kingdom,.....	\$339,778	\$
“ British Provinces in Africa,.....	3,275	
“ British North American Colonies,.....	7,459	
“ British West Indies,.....	88,985	
“ United States,.....	14,787	
“ The Brazils,.....	1,778	
	\$408,062	

In 1829 the total exports of the Province were valued at \$2,499,044, so that the exports of St. John were more than one third of the whole exports of the Province. The imports of the Province in the same year were valued at \$3,101,045, of which St. John imported \$1,704,757, or considerably more than one half. Since 1830 the lumber trade of St. John has gone on increasing, and although it has experienced several checks from various causes, none of them have been serious enough to do it any permanent injury. One of the most notable was the repeal, by Great Britain, of the duties on Baltic timber, which exposed colonial woods to competition with the foreign article. These duties were finally removed in spite of the protests of the colonies, in accordance with the new free trade policy of the mother country. The measure had a serious effect on the interests of New Brunswick in common with the other timber producing colonies. Notwithstanding that circumstance the export of lumber from Saint John is much greater than it was before the duties were removed. The character of our export has, however, changed. Formerly enormous quantities of pine timber were shipped, now the amount of that article exported from St. John is quite insignificant. The

spruce deal has now become our great staple. How enormously the export of this article has increased in less than thirty years may be seen from the fact that in 1845, the total quantity of deals shipped at St. John and outports was only 127,360 superficial feet; in 1874 it was 217,601,000 superficial feet from St. John alone. In 1845 10,537,000 superficial feet of boards were shipped from St. John and outports; in 1874 46,024,000 superficial feet of boards were shipped from St. John alone, and in 1874 we shipped fewer boards than for many years before, owing to the panic in the United States. In 1872 our shipment of boards amounted to 85,996,000 superficial feet. The value of the exports from St. John during the last fiscal year was \$3,915,362, of which about two-thirds was lumber. The bulk of our sawn lumber goes to Great Britain in the shape of spruce deals, of which we sent upwards of *one hundred and ninety million* superficial feet last year.—enough to make a platform 12 feet wide that would reach from New York to Liverpool. Nearly half of the deals shipped from St. John went to Liverpool last year, and nearly one-fourth of them to Ireland. We are beginning to establish a considerable trade in deals with the continent of Europe, which gives great promise of becoming of large dimensions. The bulk of the boards, scantling and plank shipped from St. John goes to the United States, though we are now sending a good deal to South America. Our trade in sugar box shooks with Cuba is in a depressed state, owing to the unsettled state of affairs in that island, and likewise owing to the use of bags instead of boxes to a considerable extent. The future of this trade is uncertain. The following table will enable the reader to see at a glance the state of the lumber trade of St. John last year, as well as for several previous years:

CLEARANCES OF TIMBER AND SAWN LUMBER FROM ST. JOHN FOR
THE YEAR ENDING 31st DECEMBER, 1874.

DESTINATION.	Vessels.	Ton'ge.	Pine Timber.	Birch Timber.	Deals.	Boards, Scantling and pl'k	Sugar Box Shooks.
			Tons.	Tons.	* M.	M.	
Liverpool.....	111	116,663	246	9,368	85,329	4,004	
London.....	14	12,570		826	10,288	5	
Bristol Channel.....	39	23,600		947	18,753	501	
Clyde.....	23	16,181	408	1,244	10,378	405	
Ireland.....	107	49,657		512	44,012	563	
Other British Ports	55	28,181	129	4,780	20,792	744	
Con'tinent of Europe.	57	21,349	13	283	19,412	12	
West Indies.....	139	31,351			3	10,068	508,460
United States.....	239	29,870		19	6,703	26,380	3,330
South America.....	5	3,542				2,395	
Africa.....	4	977			921		
Other Places.....	5	1,137				847	
Total in 1874...	848	334,887	790	18,288	217,601	46,024	507,299
" 1873...	934	347,181	1,481	11,241	208,624	57,892	864,348
" 1872...	1,069	305,702	1,829	10,791	146,648	85,096	1,116,748
" 1871...	1,142	295,085	1,040	9,792	149,219	83,543	912,589
" 1870...	1,137	309,785	4,557	7,300	155,331	83,150	977,956
" 1869...	951	383,196	9,474	10,152	144,931	68,070	1,024,556
" 1868...	893	331,094	8,383	7,621	178,288	57,941	1,119,884
" 1867...	608	270,543	8,485	5,998	163,203	42,522	693,616
" 1866...			17,793	11,331	158,283	35,293	554,880
" 1865...			18,748	9,498	163,352	43,334	427,922

* M. signifies one thousand feet.

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Manufacturers of and Dealers in

LUMBER AND SUGAR BOX SHOOKS.

Office, No. 102 Prince William Street.

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Boards, Scal'ing and pl'k	Sugar Box Shooks.
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4,004	
5	
501	
405	
563	
744	
12	
10,068	508,460
26,380	3,830
2,395	
847	
46,024	507,399
57,892	864,348
85,906	1,116,748
83,543	912,589
83,150	977,956
68,070	1,024,556
57,941	1,119,884
42,522	693,616
35,293	554,880
43,334	427,922

THEOPHILUS and ANDRE CUSHING, from Frankfort in the State of Maine, commenced the manufacture of lumber at Union Point, just above the Suspension Bridge on the Carleton side, in the spring of 1851, at what were then known as the Tide Mills. These were erected in the wild speculation times of 1836 and '37, chiefly by Boston capitalists, under the title of "The St. John Mills & Canal Company." In the deep cutting across the rocky point, the building of the dam on the south side and the mills placed upon it, they expended nearly a half million dollars, from which scarcely any return was realized. All that remain of their ill-advised experiment are the canal and the ruins of the dam.

Messrs. Cushing bought the property on the extreme point, and in 1852 erected a steam saw-mill with four gates. It was destroyed by fire in 1855, and being rebuilt was again burnt in 1869. At first their business was confined chiefly to the manufacture of Pine lumber for the United States markets, being of the best qualities of Aroostook and up-river Pine. The mills being favorably located for winter business, they soon commenced the manufacture of Sugar Box Shooks and cheaper qualities of lumber for the West India market. The manufacture of Shooks has been continued as a winter business ever since. The largest winter's work has been 300,000 Shooks.

Mr. Geo. B. Cushing, son of Theophilus, who had represented his father's interest in the firm since 1855, became a partner in 1857, and in 1861 his father transferred to him the balance of his interest and retired. Since then there have been no changes in the firm.

The mills are most favorably situated for the lumber business, having ample and safe water above the Point for the storage of logs and piling ground for their manufactured lumber, whence it is readily transferred to scows; while on the south side a shoot carries box shooks and short lumber to a wharf below. The mills are fully equipped with gang, single saws and edgers, and the basement is devoted to the manufacture of shooks and clapboards, pickets and laths. All the modern improvements in machinery are used, which is operated by a one-hundred-and-twenty horse power engine. The number of men annually employed is about one hundred and fifty. The average annual product of lumber is from ten to fifteen millions of feet, besides the usual share of short lumber. The Office in Prince William Street is connected with the mills by a private telegraphic wire, which greatly facilitates the despatch of its extensive business. The mills are thoroughly organized and among the most successful enterprises in the production of lumber about St. John.

GUY, STEWART & Co.,
LUMBER MERCHANTS & SHIPPERS,
Reed's Building, Water Street.

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THE originator of this firm was Mr. George Guy, of Newry, Ireland, who some fifty years ago established himself there in the lumber and shipping business, and operated one of the first saw-mills in the North of Ireland. He continued in the business there until his death, which took place about fifteen years ago, when his son, Richard George Guy, who had been educated in his father's employ, succeeded to the business.

The latter carried on the concern for a number of years, when, about 1865, he associated with him Messrs. Robert A. and John Stewart, who belonged to Newry, and had served in his employ. The house was then divided into two branches—the principal one being in Newry, in charge of Mr. Richard George Guy and Robert A. Stewart, and the other branch being established in St. John, in charge of Mr. John Stewart, who came out here at that time for the purpose. About two years ago the principal house removed its head-quarters from Newry to London. The firm there is known as George Guy & Co., doing business at 34 Lombard street, and the firm here is known as Guy, Stewart & Co.

Though ship-owners to some extent, the principal business of the firm is in the lumber trade, as manufacturers and shippers. They own largely in New Brunswick lands, and operate on their own and on Government lands, and manufacture in their own mills, in leased mills, and by contract, and ship the same in deals, boards and scantling to England and the Continent.

On the St. John river, last year, they had the sawing of nine mills, of which they own one. They have been next to the largest shipper in New Brunswick for several years. In 1874 their shipment from this port was 45,430,551 feet of deals; 625 tons of pine timber, and 5,865 tons of birch timber, in 112 ships aggregating 58,000 tonnage. The whole amount of deals shipped from this port last year was 219,761,505 feet of deals; 796 tons of pine timber, and 18,668 tons of birch timber, in 420 ships, registering 273,703 tons. It will be seen that more than one-fifth of the whole shipment was by this firm.

They also do a very large lumber business on the North Shore, at Miramichi, Shediac, Richibucto, etc. Their shipment from Miramichi last year was about 29,000,000 feet deals out of a total of 94,000,000. Their total shipment from St. John and Miramichi was nearly 74,000,000 feet. They also ship largely of pitch pine from Darien, Ga., where they have an agency.

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S. T. KING & SON, Manufacturers and Shippers of Lumber.

A SHARP bend in the right bank of the St. John river, a short distance above the Falls, forms a little bay known as Mosquito Cove. Messrs. King's mills (formerly known as Lingley's mills) occupy an advantageous position on the shore of this bay, and the homes of their numerous employees cluster around them, making quite a village. High wooded hills afford a perfect shelter, protecting the logs in the boom and the vessels at the wharves from the effects of storms. The water is so deep that vessels of as large size as usually load above the Falls lie afloat at the wharves at all times. The booming facilities are large, convenient and safe, rafts being received and the logs distributed, assorted and selected for sawing with the least possible loss of time and expenditure of labor. Every practical lumberman knows how important it is to the manufacturer to have good facilities for holding logs and readily selecting from them the kinds and sizes required at any time.

The mills consist of two gangs, a single saw, and lath and shingle machines. They are driven by steam, and are supplied with all the labor-saving devices and most approved machinery. Every man and boy knows his work, has just enough of it to keep him busy, and attends to it. The lumber, after receiving the finishing cut at the trimmer, is run out of the mill and passes down to the wharf on rollers, where it is piled for shipment or put on board vessels waiting to receive it. The wharves used for piling purposes will accommodate some eight or ten vessels at one time while loading, and this firm have all the necessary facilities for executing an order properly and promptly.

These mills were not deemed a very desirable property when the Messrs. King purchased them from the trustees of B. Lingley. But they were enlarged, improved, supplied with better machinery, and have been run in so energetic and skilful a manner, that as mill property, they have been unusually profitable.

The senior partner, Hon. S. T. King, learned the lumber business in one of the best schools on the Continent, the St. Croix river, and was afterwards a partner of Mr. Alexander Gibson. He retired from the business, and successfully conducted an extensive wholesale corn and flour trade for several years in Calais, Me., of which city he was Mayor before his removal to St. John.

The junior partner, Mr. Charles W. King, has passed most of his time for the last three years at the mill, when in operation, looking after the business in its various details, and is a most judicious operator.

ROBERT RANKIN & Co., Manufacturers and Shippers of Lumber, Office—Rankin's Wharf, Portland.

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ROBERT RANKIN was born in Scotland, and came to St. John in 1822, and engaged in the lumber business, which then consisted almost wholly of square pine timber, which was shipped with some smaller stuff to Great Britain. The business here was a branch of the great house of Pollock, Gilmour & Co., of Glasgow, of which the Colonial branches at St. John, Miramichi, Bathurst, Quebec, Montreal and Ottawa are off-shoots. The house also has branches in London and Liverpool, and has had in Mobile and New Orleans, having been engaged in an immense lumber and cotton business. At one time it was the largest ship-owning house in Great Britain, having one hundred and twenty ships.

At different times Mr. John Pollock and Alexander Rankin, head of the Miramichi house, both now dead, and Mr. George Young, now in Liverpool, were members of the St. John house. Mr. Rankin went to Liverpool in 1840, and opened the Liverpool branch, still retaining an interest here. In 1851 Mr. Francis Ferguson, who came from Ayrshire, Scotland, in 1829, and founded the Bathurst branch, came to this city, and became principal manager, and since the death of Mr. Rankin, in 1871, has been sole proprietor, still retaining the old firm name.

The first mills owned by the concern in this Province were on the Nashwaak, which were sold some years ago to Mr. Alexander Gibson. It now owns and carries on one of the most extensive mills on the river, at Indiantown, and situated most advantageously for loading vessels directly from the mill, and with ample piling grounds. It has one single and three gang saws, circular saws, and the necessary machinery for manufacturing clapboards, staves, palings, laths, paving blocks and sugar box shooks, in which last the concern has had a large trade with the West Indies. The annual manufacturing capacity of the mill is about 20,000,000 feet of deals and boards, 10,000,000 laths, and other short lumber in proportion. A steam engine of about one hundred and twenty-five horse-power drives the works, and from one hundred and fifty to two hundred men are employed about the mill. It owns timber lands on the Aroostook waters, and operates to some extent, but mostly supplies the mills with purchased logs. The largest product of the mill was in 1853, when one hundred and forty-six vessels, of over 75,000 tonnage, were required for the shipment. It is probably the oldest existing lumber house in the city, and has a wide fame.

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THE MANUFACTURES OF SAINT JOHN.

Previous to the American Rebellion, in 1861, shipbuilding and the manufacture of lumber constituted the great industries of New Brunswick. The war, coupled with the abrogation of the Reciprocity Treaty in 1864, produced an advance in nearly everything which had before been imported from the United States. Then it became evident to our people that their money could be invested in many home manufactures with a reasonable prospect of quick and profitable returns. They tried the experiment and have not been disappointed.

Before that time, boots and shoes, household furniture, cotton yarns, castings, agricultural implements, and carriages and vehicles of all kinds had been foremost in the list of importations. At the present day they are manufactured in the city in such quantities as to check, in a great degree, their importation from abroad.

In 1867 came the confederation of the Provinces, and it came in just the right time to give an extra impetus to the struggling manufactures. A large market was thus opened, and the mechanics were not slow to avail themselves of such an opportunity. They put their energies forth, and from that time the growth of the manufactures has kept pace with the hopes of those who, despite the prophecies of evil, then looked forward to a brighter future for New Brunswick. At the present day the din of the industry is heard in every direction, the smoke of the factory chimneys blackens the air, and the tokens of native industry greet the eye alike in the mansions of the wealthy and the homes of the humble.

Among the ancient crafts, dating back to the time of the cunning Cain, we find the workers in metals, and in all ages have they been found among the most useful and most honored of citizens,—

“For since the birth of times, and in all ages and nations,
Has the craft of the smith been held in repute by the people.”

THE BLACKSMITHS,

the oldest of all iron workers, had, of course, representatives among the early settlers, and the most prominent of these appears to have been one Onstrad, who among other things commenced the manufacture of scythes. His two sons followed his trade for many years. At a later period, David Hogg enjoyed a fine local reputation as a skillful worker in metals. At the present day, the blacksmiths of St. John, including anchor smiths, &c., are 27 in number, and employ upwards of one hundred workmen, with an annual expenditure

of about \$55,000 for wages. The material produced each year is valued at over \$240,000. The manufacture of

EDGE TOOLS

has grown to be an important branch of industry, there being now three factories giving employment to 26 men, and paying wages to the extent of \$13,000 annually. In addition to the scythe maker previously mentioned, the first man who made a specialty of the manufacture of edge tools was James Ward, who at an early period in the city's history established a factory in York Point, and during his time acquired an enviable celebrity. An edge tool maker was badly required if we are to believe the story of James Hendricks, who sent an order to England for two hundred dozen axes. Enclosed with the order was a wooden model of the desired pattern. The order was filled, and in due time the axes arrived and were opened. They were well finished, handsome, and apparently of the required quality. All they lacked were the eyes, in which to put the handles. Hendricks had omitted to place an eye in the pattern, and the English makers had "followed copy" with a fidelity worthy of a better cause.

At the present day axes are largely manufactured, as well as edge tools of various other descriptions. Steam power is used, and the manufacture bids fair in time to assume much greater proportions. About \$18,000 worth of finished tools are annually produced.

NAILS, SPIKES AND TACKS.

In 1837, the firm of Harris & Allan, doing business where the foundry of J. Harris & Co. now stands, manufactured New Brunswick's first cut nail. This industry was carried on by the firm for about a year, two machines doing the work and producing, together, at the rate of 50 tons annually. In 1838, the machinery, together with the good will of the business, was purchased from Harris & Allan by W. H. Scovil, who removed the works to Cold Brook, in the Parish of Simonds. This step was the first towards the establishment of a large and lucrative business, and the fruits of Mr. Scovil's enterprise are now seen in the extensive establishments known as the Cold Brook Nail Factory and Moccsepath Iron and Rolling Mills.

In 1849, Wm. H. Adams and S. R. Foster started the Georges Street Nail Factory, and some years later Mr. Foster became sole proprietor, having purchased the works from his partner. At a later day he introduced machinery for the manufacture of tacks, and since the advent of Confederation this branch has assumed very large proportions.

Nail Factories were also established in Carleton and Kingston. These did not pay the proprietors, and after considerable money

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had been sunk in endeavoring to compel them to yield a return for the capital invested, they were shut down. Subsequently, the machinery was brought to St. John, and the greater portion of it is now in use in the Factories around the city. Moore's Nail Factory on Portland Bridge, has been in operation seven years.

The number of men employed in the Saint John Nail and Tack Factories is about 272. At least 5,720 tons of Nails and Spikes are annually produced. The capital employed is \$650,000, and the amount paid in annual wages is \$56,800.

SHIP BREAD AND BISCUIT.

The names of Stephen Humbert, John Clark, Henry Gardner, Daniel Smith, and Skead Partelow are mentioned among the bakers who plied their trade in St. John during the early part of the present century, when rye was an important component of the bread eaten by the hardy pioneers and their families. The biscuit manufacture was carried on at an early period, and "Shoddy biscuit," composed of rye flour and stale bread, were in extensive demand.

Thomas Rankine may be justly called the father of biscuit manufacture as it now exists. In 1844 he commenced by using hand machinery. Two years later he introduced horse power, and finding his business rapidly increasing, heralded a new era in the business by the introduction of steam in 1852.

There are now about twenty-six bakeries in St. John, giving employment to 160 hands, paying \$64,500 in annual wages, and producing articles to the value of nearly \$400,000 from raw material valued at \$200,000.

BOOTS AND SHOES.

There are 73 shoemaking establishments in the City and County of St. John. These employ 1071 men and women. The annual wages paid are \$262,600. The value of the raw material used is \$311,506, and the articles produced are worth \$717,632.

BRICKS.

There are three brick and tile-making concerns in St. John. The capital invested in brick and tile-making is \$30,000. The first brick house built in St. John is still standing at the corner of Germain and Church streets. It was built of brick imported from Scotland by Noah Disbrow, and is one of the curiosities of St. John.

CABINET AND FURNITURE-MAKING.

The manufacture of furniture was not carried on to any extent before 1810, when the card of Thomas Nisbett first made its appearance. In 1810, Adams & Smith, and Robert Box, late cabinet maker to His Majesty George the Fourth, went into the trade. They were

all good workmen, but their business was confined to the production of articles of utility, rather than of luxury. August, 1817, found Alexander Lawrence entering into the business, his shop being three doors below Foster's corner, King street. He was the father of Joseph W. and George H. Lawrence who still carry on the business.

Soon after Mr. Lawrence entered upon the business a number of chair makers commenced to ply their vocation, and among these was Jacob Townsend. He subsequently went to the United States and became the celebrated Jacob Townsend whose name is appended to the world-famed Sarsaparilla, though how he became the founder of, and amassed a fortune from, that well-known remedy, is not explained.

Messrs. Smiler, John Dunn and Thos. Hay, are worthy of a notice among the old-time furniture makers. Dunn was the first to introduce steam in this branch of industry, and Hay was best known as a Windsor chair maker. The business of these was, however, on a small scale, and the first extensive use of steam power in the trade was by Messrs J. & G. Lawrence, at Silver Falls, in 1854. In 1858 they were burnt out of these premises and have since worked in the city.

At the present time, though large quantities of furniture are imported from the United States and Canada, St. John has three extensive steam manufactories, besides several thrifty establishments where steam is not employed. Altogether, there are 10 concerns employing 150 hands, and paying yearly wages to the amount of \$50,000. Raw material to the value of \$50,000 is annually worked up, and is made to yield \$160,000. The capital invested is \$148,000.

CARRIAGE MAKING.

It is obvious that the early settlers of St. John were not given to carriage driving, for the very simple reason that carriage roads did not exist in the land of their adoption. Paths answered the limited requirements of those who journeyed, and horses and saddles were the universal mode of conveyance for the ordinary traveller. Panniers were used when accommodation was required, and for the carriage of freight, such as barrels of flour, etc., over the rough highway, an old-fashioned dray was used. This consisted of two long poles which answered for shafts and were allowed to drag their rear ends on the ground. A cross-piece, with two upright stakes, made a conveyance resembling one of our well-known drays without the wheels, and this simple contrivance was used by the good people of Parrrtown for the purposes of short travels.

About the commencement of the present century, Edward Sands, merchant, who then carried on business on Water street, imported the first four-wheeled carriage ever brought into New Brunswick. It

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was an English phaeton, and it may be safely inferred that the occasion of its appearance on the streets was one of no small commotion among the boys and girls of the period. This conveyance was drawn by two horses, for a mail stage between Kingston and St. John, that road being the first carriage drive out of the city.

In 1820, one Peterson commenced to manufacture carriages as a trade, and was soon followed by Samuel Skinner in Ridler's Alley. Other factories arose in time, but it was not until 1854 that steam was applied to the industry. This stroke of enterprise was due to the efforts of Jeremiah Harrison, of Portland. Two years later, Messrs. Crothers, Price & Shaw, began to employ steam in their establishment, and since then the business has continued to flourish, every year finding an increased demand for carriages of native manufacture. There are now 10 carriage and sleigh manufactories in the city and suburbs, giving employment to about 120 mechanics, with a yearly expenditure for wages of over \$43,580. The raw material used is of the value of at least \$40,000, and when manufactured amounts to over \$112,000. The capital invested is \$60,000.

COOPERAGE.

Few, save the old inhabitants, are aware that "Cooper's Alley," as the lower portion of Church street is still called, is the scene of the operations of St. John's first cooper. This man was Andrew Smart, who lived and plied his adze during the early part of the city's history, and who made the tubs, pails and water casks for the hard working Loyalists and their hard working wives. The industry is one which has had a fair increase, there being now 5 shops, employing about 10 hands, who receive altogether nearly \$4,500 in wages, and from about \$3,000 worth of material produce between \$10,000 and \$11,000 worth of stock. A large number of men are engaged during the winter months in the manufacture of fish barrels.

HARNESS MAKING.

Jacob Roome, of St. James' street, manufactured harness, to a small extent, as far back as 1795, and was the pioneer of that industry in New Brunswick. It is now assuming good proportions, there being 9 shops, employing about 63 workmen, who receive nearly \$26,208 for annual wages. At least \$50,000 worth of raw material is used, and is made to yield \$133,364 worth of finished stock, which enjoys a wide reputation for excellence of manufacture.

FOUNDRIES AND MACHINE SHOPS.

In 1831 Messrs. Harris & Allan established, in Portland, the first foundry erected in New Brunswick. Since then the business has increased to a remarkable extent. In St. John there are now ten

foundries, besides machine shops. These employ 426 hands; pay at least \$175,000 in wages, consume about \$150,000 worth of raw material, and put about \$500,000 worth of manufactured articles upon the market each year. There are about 20 other foundries, etc., in other parts of the Province. The capital invested in St. John is \$495,000.

The first importation of pig iron was made by Harris & Allan, and consisted of twenty tons,—a large quantity in those days. From this lot was cast the first Franklin stove made in New Brunswick, the order being given by Mr. Jeremiah Gove. Mr. Vanwart, of Long Reach, gave the first order for mill castings, these being some winged gudgeons. In 1836 Mr. Fleming constructed the first complete engine and boiler.

A better idea of the progress and present extent of this important industry, may be obtained by a perusal of the biographical sketches of the leading foundrymen. These are so sufficiently descriptive of the advances made during the past forty years, that it is unnecessary to go into further details in this subject.

Railway carriage making, which was first undertaken by Mr. F. James, is now carried on by Messrs. Harris & Co. in connection with their foundry.

SAW MILLS.

As far back as 1790 two saw mills were built at the Aboideaux, at the Marsh. These were driven by water power, and were owned by Messrs. Hayward and Simonds. The same parties soon after had another mill in operation near the place now known as Portland Bridge. After the introduction of steam and its application to other industries, Captain Otty built, at Straight Shore, the first steam saw mill in our Province. At a later period this was used as a grist mill, but never paid its proprietors, on account of the oppressive tax on cereals.

The lumber trade is referred to in another portion of this work, and a proper idea of its extent is given in that article. The mills of St. John and its vicinity, which send forth a large portion of the lumber shipped from the Province, are 27 in number, and, when in full operation, employ about 2,225 hands. The depression of the lumber trade has, therefore, a very marked effect on the condition of all classes, as millmen are a class who, as a rule, circulate a large amount of money, and furnish a powerful impetus to retail trade of all kinds. When saw mills shut down, through a lack of activity in the lumber market, a large class of men are thrown out of employment, and shopkeepers who deal in all save the absolute necessities of life feel a dullness which exists at no other time. This has, unhappily, been the case of late, and the consequences are already felt in all classes of

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society. In the city of St. John alone, \$1,484,000 is invested in saw and planing mills, and \$639,500 are paid in annual wages.

TANNERIES.

Tanning is an old trade everywhere, and was carried on in St. John as early as 1790, when we find the name of William Melick as the pioneer tanner. D. Ansley, John Jordan and a Mr. Harding soon after engaged in the trade, and in 1838 Barzilla Ansley introduced steam into the work. St. John now has five extensive steam tanneries, employing about 75 hands, and paying over \$30,000 annually for wages. Skins, etc., to the value of over \$75,000, are made into leather, which brings over \$150,000 per annum. The capital invested is \$189,000.

TAILORS AND CLOTHIERS.

Nearly eight hundred men and women find employment in the manufacture of clothing in St. John City and County. Not more than fifty of these are under sixteen years of age, and the wages of all amount yearly to nearly \$150,000. Out of about \$400,000 worth of cloth their busy hands produce nearly \$700,000 worth of clothing of all kinds, and suitable for every rank and occupation. Two-thirds of these are women. The capital invested is \$325,000.

St. John's first "fashionable tailor" made his bow to the public about the year 1800. His name was Matthew Partelow, and as everything was made to measure, without the modern haste, he, doubtless, was an individual of no inconsiderable magnitude in the estimation of the townsfolk. Ready-made, or "slop" clothing, was introduced about 1820 by William Smith, who afterwards enjoyed the reward of his enterprise in the title of "Ready-made Smith," bestowed on him by the appreciative public. Ready-made clothing was afterwards imported to a very large extent, and it is only within a few years that the home production has been nearly sufficient to exclude the English importations.

WOOLLEN CLOTH MAKING

is an industry which has not flourished in St. John, and steam factories are of comparatively recent introduction. The latter was afterwards burned; and another factory, subsequently started near the Marsh Bridge, was burned in June last. The Mispeck Woollen Mills are now idle.

A large quantity of woollen cloth is still woven by hand in various parts of the country, but comparatively little of it finds its way to the city. The manufacture of woollen is at present badly in need of capital and enterprise to make it a success.

COTTON FACTORIES.

In strong contrast to the non-success of the manufacture of woollens

the cotton factory of Messrs. Parks & Son claims attention. It is a success in every way, and is yielding satisfactory financial returns for the enterprise of the proprietors in venturing upon so large an outlay in what was at the time a doubtful experiment. The Mispeck and Silver Falls Mills are also in successful operation, and the prospects are that both will be taxed to their utmost to supply the export and home demand. About 215 hands are employed, at a yearly cost of over \$25,000. The raw material used is valued at about \$170,000, and the value of the cottons produced is over \$250,000. The capital invested is about \$200,000.

BOAT BUILDING.

John Lawton, one of the Loyalists, was the first to engage in boat building in St. John. He taught his sons the trade, and, as all took kindly to it, the business spread through the means of the Lawton family. Two of John Lawton's descendants are engaged in this occupation at the present time. In the City and County there are now 14 establishments, giving employment to about 25 hands. These receive over \$5,000 in yearly wages, and turn out over \$10,000 worth of work. The boats are of every description, for hard service or for pleasure, and alike possess a good name wherever they have gone. The St. John race boats are well known everywhere since the day when a St. John crew, in a boat built in their native city, astonished the world and earned the name of champions by their triumph on the Seine.

BRUSH MAKING.

Mr. Andrews, of Carleton, was the first who attempted the manufacture of brushes in New Brunswick. He commenced operations about twenty years ago, using only hand labor, and is still plying his trade. Mr. John Murphy was the first to carry on the work extensively, and he is now the senior partner of Murphy, Simms & Co., whose extensive steam manufactory is widely known. This firm exports goods to all parts of the Dominion, and, in times of good demand, employs a large number of hands. Over fifty persons find regular employment at this occupation in St. John, and, at this and broom making, receive about \$12,000 in annual wages. The raw material used exceeds \$18,000 annually, and the finished products are valued at over \$41,000. About \$20,000 capital is invested.

HATS, CAPS, AND FURS.

To those versed in the records of Old Times, few names are more familiar than that of Thatcher Sears. He was one of the Loyalists, and drew a lot on the north side of King street, the place being now occupied by the W. U. Telegraph office. On this lot he erected one of the rude houses of those days, with a shop attached, and carried on

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fur trading and the manufacture of hats. There is every reason to believe that a Beaver hat manufactured by him was the first specimen of St. John manufactures. In those days the gentleman's hat was a "Castor," and the article worn by the ladies bore the less euphonious title of the "Beef Eater." Both of these styles were manufactured by Thatcher Sears. Col. Billop, one of the Loyalists, has the distinction of being the man for whom the first native hat was made.

At the present day the manufacture of hats and caps is conducted by six establishments, giving employment to about 70 male and female operatives. The manufacture of furs is allied with the above, and within the past twenty-five years has assumed a high degree of excellence. In hats, caps and furs over \$60,000 worth of goods are annually produced in Saint John.

WATCH MAKERS AND JEWELLERS.

Alexander Munro, who put up his sign as Gold and Silver Smith, in 1795, shared with a Mr. Booth, who appeared in 1799, the watch-mending and jewellery business of the early settlers. James Burns commenced in 1810, and in 1819 Mr. Hutchinson began the manufacture of eight-day clocks. The cases of these clocks were made by resident cabinet makers. At a later date when the New Englanders began to make their renowned Yankee clocks, the manufacture in St. John received a check by the importation of cheap time-pieces from across the border. Many excellent clocks made by Mr. Hutchinson are still in existence and doing good service. The establishment is still carried on by Mr. Geo. Hutchinson, jr.

Fine jewellery, equalling any imported from abroad, is now manufactured at four different establishments in the city, which give employment to a number of skilled artizans. The jewellery and watch-making concerns are 21 in number and give employment to 42 hands. Over \$20,000 is annually paid for wages, and about \$50,000 worth of articles are produced. The capital invested is \$168,000.

SOAP AND CANDLES.

Asa Blakslee introduced the manufacture of soap and candles into St. John in 1785. The business has been carried on with success for many years past, and little or no soap of the common kind is now imported. Five factories are in operation in St. John, and give employment to 25 persons. The value of the soap and candles produced annually is \$67,000. The wages paid exceed \$12,000, and the capital invested is \$40,000.

BRASS FOUNDRIES.

The business of brass founding has been carried on in St. John since 1818, having been introduced by John Bany. There are now

five foundries, employing about 50 persons, with a capital of \$40,000, and paying \$20,000 in yearly wages.

OTHER INDUSTRIES.

In addition to the manufactures and industries enumerated in the preceding pages, the following additional statistics will be found of interest. The establishments below mentioned are situated in the city proper.

No.	Industry.	Capital.	Hands	A. W'ges
33	Builders.....	\$ 33,000	1320	\$495,000
2	Breweries.....	20,000	20	9,000
5	Book-Binders.....	40,000	20	9,000
8	Block and Pump Makers.....	48,000	80	56,000
8	Carvers.....	34,000	72	14,560
2	Coffee and Spice Mills.....	33,000	13	6,000
16	Confectioners.....	40,000	40	25,000
1	Collar Mfy (Paper).....	15,000	12	2,000
3	Engravers.....	6,000	6	3,000
1	File Maker.....	2,000	5	2,500
1	Fishing Tackle Mfr.....	2,000	2	1,000
2	Iron Knee ".....	40,000	60	30,000
1	Last Factory.....	4,000	5	2,500
7	Marble Workers.....	140,000	70	35,000
2	Mattress Makers.....	5,000	5	2,250
1	Match Factory.....	40,000	30	6,250
60	Milliners.....	325,000	750	143,520
1	Oil Clothing Mfr.....	8,000	5	2,600
2	Paint and Lead Mfrs.....	27,000	13	11,080
3	Pianoforte and Organ Mfrs.....	30,000	24	11,500
25	Painters and Decorators.....		100	40,000
2	Patent Medicine.....	16,000	6	2,400
2	Paper Bag Makers.....	2,000	17	2,600
2	Potteries.....	45,000	15	3,900
12	Printers.....	400,000	150	70,000
7	Riggers.....	56,000	70	37,000
3	Rope Makers.....	64,000	60	28,100
3	Sash and Blind Makers.....	60,000	210	60,000
6	Sail ".....	48,000	60	35,000
4	Saw ".....	24,000	24	5,000
7	Ship-Smiths.....	42,000	35	16,500
2	Spar Makers.....	8,000	10	4,500
2	Steam Fitters.....	60,000	20	10,000
19	Tin and Copper Smiths.....	60,000	71	20,950
1	Tobacco Mfr.....	25,000	45	5,000
2	Trunk Makers.....	40,000	20	5,000
9	Undertakers.....	21,000	27	11,200

The foregoing gives a good idea of the manufactures and industries of Saint John at the present time. In nearly all branches the figures will be found to exceed those given by the census of 1871. Apart

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20	\$495,000
20	9,000
20	9,000
20	56,000
2	14,560
13	6,000
40	25,000
12	2,000
6	3,000
5	2,500
2	1,000
30	30,000
5	2,500
70	\$35,000
5	2,250
30	6,250
50	143,520
5	2,600
13	11,080
24	11,500
00	40,000
6	2,400
17	2,600
15	3,900
50	70,000
70	37,000
60	28,100
10	60,000
60	35,000
24	5,000
35	16,500
10	4,500
20	10,000
71	20,950
45	5,000
20	5,000
27	11,200

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from the fact that the latter is not in all respects reliable, the manufactures of the city have made great progress during the past few years, and in some instances have exceeded the most sanguine expectations of those immediately interested. At a meeting of the manufacturers and mechanics of St. John, held in January last to consider the proposed Reciprocity Treaty, Mr. W. E. Everitt, a prominent founder, gave some interesting statistics, which were the result of a careful inquiry by a committee appointed for the purpose. He gave the total number of manufacturing establishments in the city proper at 614, employing 9,513 operatives, and paying \$3,318,874 wages annually. He stated that this amount had doubled during the past five years, and, if properly nurtured would double itself again in the next five years. He considered, from his observations, that the Maritime Provinces, if fairly treated, must of necessity become a great manufacturing centre, and it may be inferred from the relative position of St. John to other places that it must increase year by year in the number and value of its industries. There is every reason to hope for a fulfilment of Mr. Everitt's prediction.

Much care has been taken to ensure accuracy in the preceding statistics, and though it has been a work of no little difficulty to obtain the correct figures in many branches of manufactures, it may be safely assumed that those given are reliable. The statements first obtained were, so far as possible, verified by subsequent observation and careful enquiry. This has involved a large amount of labor on the part of those engaged in the work; but they are under obligations to many manufacturers and others who willingly assisted them by giving such information as was in their power. Perfect accuracy in any work of this kind is impossible, and in many cases only an approximation can be given. Where this has been unavoidable the publisher has endeavored to have such approximation so correct, that as much reliance can be placed upon it as can usually be placed upon positive statistics which the compilers of other works profess to be indisputable.

In some cases, where a large number of the industries are situated around Saint John, but outside of the actual limits of the city, the figures given represent the industries of the County. These include the saw mills and some others, which will be readily known without explanation. As a rule, however, the figures apply only to the city proper and Portland.

The historical sketch of many of the industries has been obtained after a diligent enquiry from various sources, and contains information never before published. It will, doubtless, prove of interest to many, and will be an interesting reminder of the days of Auld Lang Syne.

SAFES.

Fire and burglar-proof safes, of a very superior description, are now manufactured in St. John. The business was unknown here twenty years ago, but the articles which have been turned out during the past few years have already acquired an excellent reputation wherever they have been tested. They are fully equal to any of the best imported ones, and have triumphantly undergone some crucial tests. As a consequence, the people of the Provinces order the safes from the St. John makers, and have every reason to be satisfied with the result. The two factories now in operation employ 27 men, who receive \$11,250 in yearly wages. The value of the safes manufactured annually is about \$——. The capital invested is \$22,500.

LIME BURNING.

The limestone formation around the city of St. John and the excellent quality of the lime produced therefrom, causes this branch of industry to be engaged in to a considerable extent. The early settlers started the first kiln at Pleasant Point, opposite Indiantown. There are now some 15 kilns in the City and County, which give employment to between 60 and 70 men, and produce over \$37,000 worth of lime annually.

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ROBINSON & RALSTON,
Boot and Shoe Manufacturers,
Corner of Union and Carmarthen Streets.

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To David H. Hall belongs the pioneership of the manufacture of boots and shoes by machinery in St. John. He set up a small establishment in King street in 1860, his machines being operated by foot power. He sold out in 1868 to James Robinson and T. G. Ralston, two young men just from Montreal, who established the present firm. They continued about three years in King street, when requiring more ample accommodations, they moved into the present quarters in 1871, which were arranged specially to their order by the proprietor, who erected the block that year.

The building is about 80x100 feet, and four stories in height. They occupy one-half of the first floor for ware-room and counting-room, and the rear portion of the other half is occupied for an engine-room, and the whole of the second and third flats, in which on an average about one hundred and fifty male and female operatives are employed. All the work usually done by machinery is performed by the best American inventions in which so much skill has been exhibited in adapting means to ends. The motive power is furnished by one of Fleming's engines of twenty-five horse-power, and the whole building vibrates with the tremor of the works, as they are handled by the busy sons of Crispin. The occupancy of this spacious building was signalized by a great enlargement of their business and the introduction of more machinery—all operated by steam-power.

They manufacture one hundred and seventy-five different styles of boots and shoes, from the fancy infant shoe up through the various lines of youths', ladies', gentlemen's wear, in every variety of finish, to the heavy lumberman's and fisherman's boots, and average from three to four thousand pairs per week of the various kinds of manufacture, comprising pegged, cable-wired, sewed and turned work. Their production equals any similar goods made in the Dominion, and has a large sale in the Maritime Provinces and Newfoundland, and largely supplies the city retail trade.

They are also agents for and dealers in rubbers and overshoes, manufactured in the Upper Provinces, and in larrigans manufactured in New Brunswick. Instead of forwarding their goods in boxes common to the shoe trade, they use the cheaper qualities of travelling trunks, which are turned into their customers at manufacturers' prices, thus saving the waste in boxes.

This manufactory is the oldest and most extensive in the Province, and in its great variety and excellence of production occupies a prominent place among the industries of St. John.

Established 1826.

THOMAS RANKINE & SONS,**Biscuit Manufacturers,****Nos. 10, 12 & 14 Mill Street.**

THOMAS RANKINE, the founder of this extensive Bakery, was born in Kincardine, Scotland, in 1803. He learned his trade by a four years' apprenticeship with John Kidston, in Stirling, from 1818 to 1822, receiving only his food and lodging, without clothing, from his master during his apprenticeship.

He immediately came to this city and worked about two years with Edmund Kirk, baker in Cooper's Alley, now Church Street, at 30 shillings per month with bed and board. His robust strength was shown while here in shouldering a barrel of flour at Peters' Wharf, carrying it through a passage-way, near Jardine & Co.'s store, to Prince William street and to his shop in Cooper's Alley.

About 1824 he, with Mr. Berryman, bought out Kirk and carried on the business, under the style of Rankine & Berryman, about two years, when he left and leased Merritt's bake house in Union street, which he occupied a short time till his premises in Mill street were ready for occupancy, into which he moved in 1826. These premises, in common with the whole city, were of wood, and were swept away in a great fire in 1849. He rebuilt of brick the same year, and afterwards enlarged the same by putting on an additional story, and in 1874 the present firm extended the premises in the rear through to Georges street.

Mr. Rankine continued alone in business till 1871, when he associated with him his sons, Thomas A. and Alexander, who had been bred to the business on the premises, under the style of Thomas Rankine & Sons.

Up to 1844 all the work in the factory was performed by the slow hand process, and since then the various machinery and improvements for the prosecution of the trade have from time to time been introduced. The apparatus of the establishment now consists of a furnace-heating oven, one of Titus' N. Y. patents—a travelling oven brought from Carlisle, England, and afterwards reconstructed, and one of Vicar's travelling ovens imported from Liverpool, each 40 feet long; three mixing machines, one holding five barrels of flour—two of them Scotch make and one American screw;

four rolling or kneading machines; one brake; one English biscuit cutting and panning machine, and one New York cutting machine, having in all 26 different styles of cutters; three mills for grinding sugar, almonds and ammonia. The works are driven by a 20 horse-power steam engine and employ over 30 men and boys in the several branches.

This immense establishment, the largest in the Dominion, had a beginning so humble that since 1826 Mr. Rankine has carried the products of his bakery in a basket on his shoulders to Carleton and peddled to his customers, sometimes assisted by a man helping to carry another basket between them and blowing a conch shell to call the ferryman.

The present extent of their business is that last year nearly 10,000 boxes containing nearly 100,000 feet of lumber, and over 5000 flour barrels were used for packing their goods, besides a large amount of tin cans. In their manufacture they used 3873 barrels of flour; 71,916 lbs. sugar; 57,981 lbs. of butter and lard, and large quantities of spices, currants, etc.

They make over one hundred different styles of biscuit, from the substantial navy bread up through the whole line of fancy goods, equalling any of Scotch or English manufacture, and have received the first premium and diploma at four Provincial exhibitions for excellence of quality and best assortment. As has been well said, there is scarce a ship sailing from any port in these Maritime Provinces that is not supplied with Rankine's biscuit; while thousands of tea-tables in every city and town from the Gulf of St. Lawrence to Van Dieman's Land are embellished with them.

Thomas Rankine recently died, having to the last attended actively to his business, which he had built up by his indomitable Scotch perseverance and industry, and by that strict integrity and honorable dealing among his fellow men which had made for himself and his house a solid and enduring name. The hardships of his apprenticeship and early experience of Mr. Rankine—with his long hours of labor and subsistence on bread and beer—although the custom of the times, were without dispute excessive, and more than sufficient to secure that discipline of habit and indefatigable industry for which the workmen and tradesmen of that time were distinguished. The other extreme is now seen in the loose and irregular ways by which the young attempt to become masters of their trade and business, with the melancholy results which generally follow. The examples of the successful men of a former generation cannot be made too conspicuous and there is little danger of their being over-emulated.

J. & W. SHAW, BAKERS,

74 and 76 Waterloo Street.

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THE Messrs. Shaw were born in Golden Grove, N. B., and learned the baking business in St. John. In 1868 they began business for themselves at Golden Grove, with one oven, hauling their flour out from St. John and their bread in, a distance of seven or eight miles, and soon gained so large a share of the public patronage that they were unable to supply the demand on them. So they opened an establishment in Charlotte street, St. John, in 1870, with two ovens and improved facilities. During the next two years their business increased so much that they determined to again double the capacity of their bakery, and carried out the resolve by erecting a building in Waterloo street, 120x58 feet, with four ovens, in which they have continued the business until the present, another oven having been built since the opening, making five. The Charlotte street building is used for the storage of flour, its two ovens being kept in reserve for the supplying of any extraordinary demand for bread. The Messrs. Shaw, who did all the work themselves when they first began business, now regularly employ from sixteen to eighteen hands, and pay an average of \$125 a week in wages. The capacity of their ovens is about nine thousand loaves per day. Last year they turned out fourteen thousand barrels of flour into bread. Two teams are kept employed in delivering the loaves to city customers, and the trains east and west, and the river steamers, carry them to customers at Rothesay, Sussex, Moncton, Sackville, Shediac, McAdam, St. Croix, Grand Lake, Gagetown, etc., and even to some Nova Scotia towns, so that "Shaw's bread" is a household phrase in nearly every considerable village and town of New Brunswick. The high reputation gained by this bread is due to the fact that its makers have made this branch of the baking business a specialty, having given all their attention to it and carefully superintending in person all the processes of manufacture. They select and import all their flour by the cargo, thus getting it at the very lowest rates, chiefly using flour from Virginia and Minnesota wheat. They have found that a mixture of different kinds of flour produces better bread than can be made of either kind alone, and always mix the different brands they use. The business is still increasing, and the establishment will probably have to be again enlarged at no distant day.

A. CHRISTIE & Co.,
BUILDERS AND MANUFACTURERS,
DOORS, BLINDS, SASHES, MOULDINGS, &c.,
No. 5 Waterloo Street.

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THIS enterprising firm of the master-builders of St. John was formed in 1863. The senior member, Mr. Alexander Christie, a native of Westfield, came to St. John about 1845, and learned the carpenter's trade with John Wilson. He then worked as journeyman and for himself for several years. John Ferguson, junior member, is a native of St. John, and learned the trade with J. Munroe, and worked as journeyman till the firm was formed.

They at once obtained on lease their extensive premises, extending one hundred and twenty-five feet on Waterloo street and one hundred feet on Peters street; sub-leasing a portion of the Waterloo street front to Levi H. Young. They also leased a large brick building in the rear, formerly used as a tannery. As their business has grown, and more room has been required for additional machinery, they have made enlargements, and have just added another story to their front factory. An inspection still shows that they lack for room for their extended and busy operations.

The facilities of this establishment consist of the very best machines of American manufacture—among which are Woodbury's Planer and Matcher; Gray & Woods' Dimension Planer; Ball's Excelsior Planer and Matcher; three large Moulding machines—one cutting a ten inch moulding; Shaping Machine; Sash Machine; seven Circular and two Jig Saws; three Lathes, two for wood and one for iron, and other smaller machinery,—the whole driven by one of Fleming & Sons' engines of thirty horse-power.

In the Moulding line they make and keep in stock of pine, ash and black walnut, nearly two hundred varieties of patterns for their own use and to supply the market. They have a paint shop in connection with their works, in which they paint and glaze their sash, and paint blinds. The manufacture of Venetian Blinds is a specialty, and is carried on very extensively. Outside of the city their manufactures are in demand through the Lower Provinces.

They have the facilities and are fully competent for the execution of the largest contracts which are likely to occur, and within the past five years have done the carpentering of the Victoria Hotel, built the Academy of Music, of which they had the whole contract, as well as the large and elegant school-house in Portland, which they recently completed. They have also the contract for the large wooden school-house to be erected in Carleton. They also remodeled the Sheffield House and Armstrong's store on Prince William street. They employ about seventy men on the average, largely composed of first-class workmen, who have made for them, in combination with their own enterprise and skill, a high and commanding reputation as master-builders of St. John.

C. E. BURNHAM & Co.,
Furniture Manufacturers and Dealers,
55 and 57 Germain Street.

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MR. BURNHAM began business in May, 1853, with Thos. Hutchings, under the style of Hutchings & Burnham, in a shop in Germain street. After two years they moved to premises on the north side of Smith's Alley; remained there about three years; then occupied a shop on the south side of Smith's Alley two years, when they got a lease of the building on the corner of Smith's Alley and Germain street, where the business is now conducted. About that time Mr. Hutchings withdrew from the firm, and Mr. Burnham carried the business on in his own name. He improved the premises by putting up a new front, building an additional story for a paint shop, adding a new roof, and remodelling the whole structure. The next year Mr. Burnham greatly increased his manufacturing facilities by leasing a flat, with steam-power, in Fairbanks' building, on the corner of Union and Carmarthen streets, and fitting it up with machinery. Three years after this Fairbanks' building was burned, when Mr. Burnham formed a co-partnership with Mr. James B. Emery, and bought a building near the Railway station that was known as the Oakum Factory and Car Shop. This they remodelled and enlarged, making it two hundred feet by forty feet, and three stories high, and supplied with new and improved machinery. Steam-pipes were carried through every room for heating purposes, water was laid on and hose placed in every flat as a protection against fire, and two Fire Extinguishers procured as an additional precaution. A new Engine House was built of brick, a new boiler was purchased, and an engine and a superior lot of shafting and belting were secured at less than half the first cost. This building is supplied with two elevators, is situated at the end of a street and isolated from other structures, is so near the railway that the lumber required is unloaded at its doors, and is the best fitted up and most conveniently situated Furniture Factory in the Lower Provinces. The next year they built a storehouse near the factory, eighty feet by fifty feet, four stories high, and supplied with an elevator. A tank-house, furnished with three hundred feet of heavy hose, has been erected, so that this building may be flooded with water at a moment's notice. Mr. Emery superintended the fitting up of both buildings, and has the sole management of the manufacturing branch.

School-house, ship and office furniture are manufactured largely by Messrs. Burnham & Co., and their Patent Adjustable Chair and Desk have taken the lead of all rivals.

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LORDLY, HOWE & Co.,

Manufacturers and Dealers in

HOUSEHOLD, SHIP AND OFFICE FURNITURE,

Warerooms, 52 Germain Street; Factory, East End Union Street.

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ALBERT J. LORDLY, a native of Nova Scotia, was in the furniture business at Fredericton for some time, and came to St. John, engaging in this line as a dealer. About 1854 he became a manufacturer, with a factory on Waterloo street and warerooms on Germain street. His factory being burnt in 1856, he set it up at Broad's axe factory in Sydney street, and in 1864 moved it to Rothesay, where it continued till 1859.

Jonas Howe, a native of St. John, associated with his brother, John D. Howe, who had learned his trade with Mr. Lordly, and carried on the furniture business at Moss Glen, King's County, for several years till 1869, when they came to St. John and united with Mr. Lordly in the present firm. The factory was then located at east end of Union street, with the warerooms in Germain street. Mr. Lordly's ware-rooms were burned in 1863, and the same premises again suffered under the firm in 1872—both losses being caused by fires taking in adjoining buildings. Their actual loss was not great, consisting mostly in the interruption of business.

The factory is on Courtenay Bay, east end of Union street, conveniently situated near the Intercolonial Railway, and is fully equipped with all the most approved modern machinery, operated by steam-power, and about thirty-five hands are employed. A large stock of lumber is always kept on hand to insure an unfailing supply of furniture material.

This establishment manufactures Household, Office and School Furniture, in all their variety, and Settees for public halls, etc. Their warerooms are literally packed with most desirable goods from which any household may be expeditiously fitted to satisfaction—among them, elegant Drawing-room Suites in the most fashionable styles; Bed-room Suites, in Marble Top, Walnut, Butternut and Ash; Library-room and Dining-room Suites of choice design and finish, and Sofas, Lounges, Tables, Chairs, etc., by single or wholesale.

In the line of Bed Springs they have all the best makes, and furnish Mattresses and Feather Beds, and every other article in their legitimate line. The best of workmen are always kept in their employ, and complete satisfaction guaranteed. Mr. Lordly's twenty years' experience, and the combined enterprise of the whole firm, give the establishment a firm basis of successful operation.

PRICE & SHAW,

Manufacturers of Carriages and Sleighs,

Office, Warehouse and Factory, Main Street, Portland.

—O—

JAMES A. PRICE came to St. John about 1853 from Prince Edward Island, where he learned the carriage maker's trade, and worked as journeyman with Jeremiah Harrison, now of the firm of J. & W. F. Harrison, North Wharf. Arthur N. Shaw, a native of St. John, learned his trade with Mr. Harrison. Both also subsequently worked in large establishments in Boston and New Haven, but at the time Mr. Harrison's extensive manufactory was destroyed by fire in 1856, they were again in his employ.

Mr. Harrison then changed his business, Messrs. Price and Shaw, with two other partners, who remained with them about three years, purchasing his ground lease and the remnants of the machinery, and erecting another factory on the same site. They continued to do an increasing business till 1861, when the establishment was again entirely destroyed, involving the very heavy loss of about \$25,000, upon which they were fortunate enough to have about \$10,000 insurance.

With unabated courage they immediately erected the present premises, and have from that time to the present done a large and thriving business. Their main buildings are eighty feet front and two and a half stories in height, running back in two wings of one hundred and ten and one hundred and twenty-two feet, and with storage sheds beyond.

The departments are thoroughly organized for their respective work, and equipped with all the most improved modern machinery. The large blacksmith shop runs nine fires, and the wood-work, trimming, paint and varnish shop and warerooms are well arranged. The machinery is operated by a steam engine, the buildings are steam-heated, and on an average about fifty hands are employed.

Among the carriages here manufactured are Coupés, Landaus, Clarences, Phaetons, Family Carriages, Top Buggies, Coaches of all kinds, Furniture and Truck Wagons, Slovens, Sleighs, &c. Coaches, Omnibuses, Hearses, and every description of vehicle are made to order. They find their market in the city, and throughout New Brunswick, Nova Scotia and Prince Edward Island, and have sent their carriages to England. They manufacture from the best selected and prepared woods, and with the most experienced and skilful workmen, and their contributions at various Provincial and local fairs have always received first premiums. The establishment is the largest and about the oldest of its kind in New Brunswick. Its work is first-class in every respect, and equal to that of the best factories in the States. It is one of the most creditable enterprises connected with the industry of St. John, and well deserves the patronage it receives.

Besides manufacturing, the proprietors do a large line of repairing work in all its branches, and also keep on hand for sale all kinds of Carriage Stock.

NEW BRUNSWICK COTTON MILL, WILLIAM PARKS & SON,

Near Intercolonial Railway Station.

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WILLIAM PARKS, the founder of this industry, and the promoter of St. John's interests, was born in the north of Ireland in 1800. He came over here in 1822 with a stock, mostly of linen, with which he was familiar, and was wrecked on Sable island, losing quite heavily. He went into the grocery and shipping business at first, and subsequently into dry goods with his brother-in-law, John Hegan, Esq. This partnership was dissolved in 1846, when he associated with him his son, Samuel Parks, under the style of William Parks & Son. Samuel died in 1863.

William Parks, having some business connected with his shipping interest to transact in England, set out on the ill-fated steamer *City of Boston* in 1870, which vessel was never heard from. In him St. John met a heavy loss. He was active in all movements to advance its prosperity; was for seven years President of the Commercial Bank; President of the Western Extension Railway Company from its organization to its completion to McAdam and up to his death.

In 1861, Mr. Parks, who had for some time entertained the project of manufacturing cotton goods here, and made it a subject of careful study, entered upon the enterprise, being at this time joined by his second son, John H. Parks, Esq., who, as a professional civil engineer, had for several years previous been in the service of the Intercolonial Railway Company. The latter is now sole proprietor of the works, but still maintaining the former firm style.

A brick mill, 110x50 feet, and three stories in height, was at once erected, and the requisite machinery was selected in England by the present proprietor for the manufacture of the ordinary cotton grey cloth, to which they confined their operations for a year or two. Twenty-four looms were first set up, the number being soon increased to fifty-two. The cotton yarn was at that time all imported, being used in the country districts only, where, compared with home-raised wool, it is almost universally used for ordinary clothing, and the most serviceable that can be made.

With the American war, cotton became so dear that manufacturers abroad were forced to use the cheapest qualities, and the cotton yarn they produced became so inferior and unsatisfactory that Messrs. Parks & Son decided to enter upon the manufacture of a good article, in whose production they used the best American cotton, improved

machinery and skilful workpeople. Their success exceeded their expectations, and they were able to put their yarn upon the market at but a slight advance over the inferior English article.

When the Confederation took place, they found their goods so much in demand that they devoted all their attention and machinery to the production of yarn, which soon attained as high a reputation in the Dominion as it had enjoyed in this Province, finding its way into every hamlet and farm-house in the land, where it forms the substantial fabric of home wear and comfort. The success of this manufacture has been remarkable, since, where twelve years ago all the cotton yarn used in the Dominion was imported, now scarcely any is brought over, and three-fourths of all used in the Dominion is made at this establishment.

The works, with the several additions which from time to time their growing business has rendered necessary, now cover nearly an acre with substantial brick buildings. In the picking room are five first-class machines, on the first floor of the main building eighteen carding and sixteen drawing, slubbing and roving machines. The upper stories are devoted to thortle and mule spinning, with a full complement of machinery, and a portion of the third floor to reeling, packing, pressing and baling goods. The machinery is driven by steam engine capable of one hundred and fifty horse-power.

Connected with the mill is a dyeing department, where about one-fourth of its production is colored in blue, red, orange, and other tints, of which the blue is in greatest demand. Since it has been a well-known fact that English manufacturers colored their most inferior yarn in order to conceal its defects, consumers soon appreciated the superiority of the work of this mill, which resorts to no such trick of the trade.

The quantity of cotton used at the mill is about two thousand bales annually, and the production of yarn about fifteen thousand pounds per week, which they sell wholesale throughout the Dominion. The number of workpeople employed is at present one hundred and fifty, and the work in most of the departments is of a light and easy nature. The weaving room is now almost deserted, but it will not be long before a demand for the heavy and superior cloth of these looms will call for their full activity. Being made of excellent cotton, it bleaches very evenly, and there being only what dressing is necessary to make it weave well, it improves with washing, becoming thicker instead of thinner, as with English cottons.

This enterprise is one of the most interesting about the busy city, and worthily perpetuates the name of the sagacious and public-spirited founder, and its success hitherto, despite the drawbacks of the first start of such an undertaking, is full of promise for the future.

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SPILLER BROTHERS,
MANUFACTURERS OF EDGE TOOLS,
No. 148 Union Street.

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THIS establishment dates back over half a century. Mr. Samuel Spiller, a native of Meredith, State of New Hampshire, going at an early age with his parents to Palermo, in Maine, commenced learning the trade of edge-tool maker there, and moved to St. John with his master in 1815, and finished his trade. After completing his apprenticeship in 1817 he went into the employ of James Wood, the first manufacturer of edge tools, and one of the oldest workers in iron in St. John. He worked there two years, and afterwards with Richard Lawrence, a manufacturer of tools and ship work.

In 1820 he purchased the premises now occupied by the factory, built a small shop, and commenced the manufacture of edge-tools, and doing a general blacksmith work for shipwrights, millmen, etc. He was married in 1822, and built his homestead in 1832, when two daughters and seven sons were born to him.

In 1850 he put a small steam-engine into the shop, and giving up miscellaneous work, confined himself exclusively to the manufacture of edge-tools. In 1852 he made a fine exhibition of his work at the Provincial Exposition, and contributed to other exhibitions till his death in 1867, since which event his sons, George S., Charles S. and Hanford B. Spiller have carried on the business. Charles and Hanford had been brought up to the trade by their father, while George had clerked in grocery stores. Their premises have escaped the common ravages of fire, although exposed thirteen different times.

They have the usual machinery for their trade, and manufacture Pond, Scantling, Ship-carpenter, Hand, Narrow and Chopping Axes; Carpenters' Slices, Chisels of every description, Gouges, Spar Knives, Drawing Shaves, Hatchets, Hammers, Mauls, Sledges, etc., which have a high reputation and extensive sale in the Lower Provinces.

Hanford B. Spiller, while an apprentice, manufactured a set of table-cutlery, with ivory mountings, which has been several times exhibited, and received the highest encomiums. Also while an apprentice he manufactured and mounted hundreds of razors, which were eagerly sought after. The mechanical skill of the establishment has been set forth in a full display of its tools at the London Crystal Palace and Paris Expositions, to which diplomas for superiority were awarded. The name of Spiller has been for years a pass-word for all tools of his stamp.

UNION WORKS--ALLAN BROS.,

Foundry and Machine Shop, Union Street, Carleton.
Counting House and Warerooms, 15 Water Street, St. John.

THOMAS ALLAN, father of Allan Brothers, a native of Scotland, learned the machinist's trade in Glasgow, and came to St. John in 1825. He here worked with James Wood, a blacksmith and machinist at Portland Bridge. He then went into partnership with James Harris, and set up what is now the New Brunswick Foundry in 1828, continuing with Mr. Harris till his death in 1860. This was the first foundry of any note in the Province.

Thomas G. Allan learned the machinist's trade with Harris & Allan, perfecting it in Philadelphia. He then came to Fredericton, where he set up a foundry and machine shop with a partner, continuing till 1861, when he sold to his brother, Harris Allan, who afterwards sold and now carries on a brass foundry in St. John. Robert R. Allan learned the trade of moulder and pattern-maker in Harris & Allan's works.

In 1861 Thomas and Robert started together by buying out the works of E. B. Rich & Co., on the same site now occupied by them, and which had been twice destroyed by fire. Allan Brothers greatly improved the works, and had mostly renewed the buildings of wood, when, in the fall of 1873, the entire works were again destroyed with all their machinery and a great collection of patterns. The whole loss was about \$30,000, on which there was \$3,000 insurance.

The enterprise of the firm was equal to the emergency, and in six weeks they were casting again in a temporary building, and immediately commenced to build up the entire establishment with brick, which they completed in the fall of 1874. They occupied buildings temporarily while the work was in progress.

The buildings consist of moulding shop of one story, 115x53 feet; machine shop of two stories, 35x90 feet; blacksmith shop, large two frame buildings occupied for storage of patterns and castings, the whole works being bounded by Union, Guilford and Duke streets, and being admirably arranged for business.

The machine shop is fully equipped with new and most approved machinery—seven lathes, two planers, three drilling, one slotting, one milling and one screw cutting machines. The pattern and wood-work shop is provided with ample machinery. The blacksmith shop has four forges and a steam hammer—the whole operated by a thirty-five horse-power steam engine, and an average of seventy-three men.

They build engines and mill machinery of all kinds, ship work, and all repairing on the Western Extension of the E. and N. A. Railroad, and a large line of stove work. At the St. John Water street store they carry on the stove, sheet-iron and tin-plate business, and pay special attention to ship furnishing goods, keeping in stock everything in that line in copper, sheet-iron and tin. It is an enterprising house, doing a very large business, and worthily maintains the father's reputation.

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SAINT JOHN FOUNDRY, WILLIAM E. EVERITT, - - - Proprietor, Office, Works and Warerooms, 130-140 Brussels St.

For the foundation of this establishment we look back a half a century to Mr. Robert Foulis, the first melter of iron in St. John, who, in 1825, commenced iron-works on a small scale at the corner of Prince William and Duke streets, adjoining what is now the Custom House. Mr. Thomas C. Everitt, who was in mercantile business in Fredericton, where he accumulated some property, purchased out Mr. Foulis and moved to St. John in 1835, greatly enlarged the works, and associated with him Messrs. Camber and Wood in the Foundry and Machinist business.

They also carried on an extensive milling business, running grist and saw mills at the Falls, which were operated by tide power. Mr. Everitt bought out his partners in 1848, and carried on the business alone till his death in 1850. He built the present works in Brussels street in 1852, and removed to them in 1853. Soon after his death, his son, William E. Everitt, who had a mercantile training, succeeded to the business, which he has conducted successfully to the present.

The works cover an extensive area, about two hundred feet on Brussels street, and extending with a portion of the buildings to Erin street. The main building is two stories and basement, embracing wareroom, pattern loft, tin shop and fitting shop. The machine shop is three stories, and fully equipped with all the necessary machinery for its work, driven by a vertical engine built at the works. The large moulding shop has two cupola furnaces of fifteen tons capacity, and all the modern appliances for light and heavy castings.

The proprietor, upon assuming control, conceived the idea of going into new lines of manufacture, which he has done with good success. In ornamental and architectural work, in cast and wrought iron, he has found a field which he occupies almost exclusively—such as cemetery and house fences, staircases, house crestings, and a large line of work now entering into house building, having under contract the new Post Office in this city, the Carleton and Portland school-houses, the new Victoria school-house in this city, and a large number of smaller buildings.

Since the new school system went into operation he has manufactured nearly all the iron work required for school buildings and furniture for the Province. The iron sittings of the Academy of Music were from this establishment. He is also doing a large business in Hot Air Furnaces, and is now largely introducing galvanized iron cornices and cast iron soil pipe. Besides these important specialties, he does a large miscellaneous and repairing work. The establishment employs on an average forty men, with \$15,000 pay roll, uses two hundred tons of iron annually, and occupies a very important position among the mechanical industries of the city.

Phoenix Foundry.

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GEORGE FLEMING & SONS
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Office and Works—Paul Street.
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MR. GEORGE FLEMING was born in Kirkcaldy, Scotland, in 1801. He served an apprenticeship at the machinist trade at the foundry in Dunfermline. Working there as apprentice and journeyman eight years, he went to Glasgow in 1824, where he worked two years; then to Cork three or four years; thence to the Bay of Chaleur and to Pictou, whence, after working a short time, he came to St. John in 1832, and entered the machine shop of Messrs. Harris & Allan. Here he remained about a year, after which he worked in Boston and Baltimore, and then in the Pembroke Iron Works in Maine; after which, coming again to this city, he entered the foundry of Robert Foulis, then situated on the south-west corner of Prince William and Duke streets, where he worked in the winter of 1834.

Early in 1835, he formed a partnership with Thomas Barlow, a carpenter by trade, and John Stewart, an iron-moulder, under the firm of Thomas Barlow & Co., and preparations were made, by the manufacture of tools, for the establishment of the present Phoenix Foundry, the buildings of which were erected that year. These were on a limited scale and were of wood, consisting of a casting or moulding shop, and of blacksmith and machine shop. The steam engine of the establishment was built by this firm and was the first ever built in New Brunswick.

Mr. Stewart left the firm in 1847, and Mr. Barlow in 1849, when Thomas Humbert, who had been a clerk for some years in the previous firm, bought out Mr. Barlow's interest, and the firm became Fleming & Humbert. This co-partnership was dissolved in 1868, and Mr. Fleming continued the business alone until 1870, when he associated with him his sons, William and James Fleming, under the style of George Fleming & Sons. William has been in the establishment 21 years, having served through the machine shop and acted as draughtsman. He now attends to its outside and financial matters. James has also had long experience in the works, of which he has the practical supervision.

Between 1850 and 1854, great improvements and enlargements were made on the premises. The casting shop was greatly enlarged, and

the other principal wooden buildings taken down and more ample and convenient erections of brick substituted. These buildings make nearly a quadrangle, having about 200 feet front and extending considerably further rear, with magnificent grounds adjoining them, &c.

The machine shop is about 200 by 40 feet, and its machinery consists of three large lathes. One of these has a capacity for turning a diameter of nine feet and boring a cylinder twelve feet long, and another is capable of turning a shaft twenty-six feet in length. There are also five smaller lathes of various sizes, adapted to their work, and three verticals for drilling. The upper shop has two planes, three lathes, one gear cutting, one slotting, and one universal shaping machine and two verticals for drilling, bolt cutters, emery wheels, &c.

The moulding and casting shop is about 80 feet square, having two cupola furnaces, one of eleven tons capacity. The largest casting has been about ten tons. The blacksmith shop is amply fitted up, and has a steam hammer. The pattern shop has all the usual facilities for sawing and turning. The boiler shop is supplied with powerful machines, and produces boilers of all kinds, tanks, gasometers, &c. The motive power for the works is a beam engine of thirty horse power, worked at high or low pressure at will.

As indicated by the nature of the machinery, this establishment has been largely employed in building marine and stationary engines. The first low pressure marine engine ever built in this city, was from these works for the Carleton ferry boat, and nearly all the marine engines built in this city, and two-thirds of all built in the Province, have been done here—among them the engines of the Emperor, Empress, David Weston, Rothsay, May Queen, etc., and a large number of large mill engines. They have also turned out a great deal of heavy work for the City Water Works, consisting of branch pipes and water gates of all sizes, from three to twenty-four inches in diameter.

They have also built a number of first-class locomotives for the Intercolonial and Western Extension railways, and more recently they have executed a large amount of mining machinery, and turned out some very heavy work for the Cold Brook Rolling Mill. They also do all the brass castings connected with their line of work, and their extensive lofts and other places of storage, filled with an almost infinite variety of patterns, of all sizes and descriptions, besides quantities which have been purposely destroyed, give an idea of the vast amount of work which the establishment has performed and is capable of repeating.

The establishment, now forty years old, is well known throughout New Brunswick and in Nova Scotia and Prince Edward Island for its productions, and is one of the most solid industries of the city, giving employment to about one hundred and twenty-five hands. Mr. George Fleming, still in good health, enjoys the music of his industrious workshop, founded and built up by his skill, application and enterprise, and now so well managed by his sons, whom he has educated in it to be masters of the business.

NEW BRUNSWICK FOUNDRY.

JAMES HARRIS & CO.,

(OFFICE AND WORKS, NEAR I. C. RAILWAY STATION.)

MR. JAMES HARRIS was born in Annapolis, N. S., in 1803. He commenced the blacksmith trade there and came here and finished it, also becoming an edge-tool maker with James Wood. He then, with Thomas Allan, a machinist, set up business under the firm of Harris & Allan, in the line of these several trades, in which they were very successful and obtained a high reputation for their work. They occupied shops on Portland Bridge, and in connection kept a hardware store.

In 1831, upon the site of the present works, they set up a small foundry, to which they removed their machine and blacksmith shops. These works were on a small scale, and the blast for their furnace was effected by two large blacksmith's bellows, worked by men, serving by relays. They operated in this way for six months when power was applied, and in a few years the fan blast was introduced.

As business increased, their buildings were enlarged and others erected, all of which were of wood, and comprised a foundry and machine, blacksmith, pattern, and fitting-up shops and warehouse. They met with a severe head flaw about 1845, when their moulding and machine shops and some other buildings were destroyed by fire. Besides the steam engine and lathes, a large lot of work in shop and warehouse was burnt. The loss was about \$30,000, without insurance.

They immediately rebuilt and within fifteen days occupied their new casting shop. They continued prospering and augmenting their business till, about 1856, a second visitation of fire partially destroyed their works, by which their machine and pattern shops and warehouse were destroyed, with a net loss of \$30,000. The machine shop was rebuilt of brick, a large structure of three stories and basement, and the other buildings replaced with wood. The third destruction occurred in 1871, when the large warehouse and contents, stove shops, extensive car shop, 200 feet long and containing a large number of platform cars in course of construction, were consumed, with a net loss of about \$40,000. The buildings were soon replaced by others.

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100 feet square, with several cupola furnaces, one capable of melting twelve tons of iron, with cranes and other necessary machinery for the ready handling of heavy work; a very extensive blacksmith shop; a three story brick machine shop thoroughly appointed with lathes and other machinery, and with attic devoted to sheet iron and tin work for the production of stove-ware; two large stove warehouses—two large car shops; pattern shop; finishing and fitting-up shop; engine house and various buildings for warehousing and storage,—in all covering nearly three acres of ground, to which two acres have recently been added for future needs. Several steam engines are used to forward the operations in the several departments. For the protection of the extensive properties, a hydrant is conveniently situated, near which 500 feet of hose are kept ready for instant use.

Nearly every species of iron work is made at the works, from the smaller articles to heavy ship and car work, together with stationary and marine steam engines. A very large amount of work has been done in years past for the Intercolonial and Western Extension railways, both in running gear and in passenger, box and platform cars, and the car wheels which they so extensively manufacture have a high reputation in railroad circles. The very best of English cast and malleable iron is used. The ordinary annual consumption of iron at these works is twelve hundred tons of cast iron, besides a very large amount of wrought iron.

In the stove department a very large line of work is done, which fills the large warehouse. The sheet iron, copper, and tin work for this department, is wrought on the premises. The establishment turns out agricultural implements to a considerable extent. It also does a large business in enameled and marbled iron chimney and mantel-pieces, all the processes of which are performed at the works.

The establishment now owns and successfully operates a large Rolling Mill, situated on the Straight Shore in Portland, built by a company twelve years ago. For lack of good management it proved unremunerative, and was purchased a few years ago by Mr. Harris. The building is 70x110 feet and well located for business. All its machinery was built by Messrs. H. & Co. Its operation is chiefly confined to car axles, ship knees and shafting. 1,200 tons of ship knees were produced last year. This mill with the other works enables the concern to undertake a large amount of heavy work.

Messrs. Harris & Co. are now engaged upon a contract with the Dominion Government for 500 pairs of trucks for platform and box cars, and 200 coal cars complete. This job was commenced last December and is to be completed on June 15th, when the gauge of the I. C. Railway is to be narrowed. In this work 500 tons of wrought iron will be used in axles, 1500 tons cast iron in trucks, and 1000 tons in the other work, exclusive of axles and trucks. The contract price is \$300,000. The capacity of the works may be inferred from this job, which is now progressing to the acceptance of the Government. All the work, except the springs, is done at this establishment. From 200 to 300 men are employed. The establishment has a large store in the city, 17 Water Street, for the sale of stoves and various other productions of the works.

Mr. Allan died in 1860, his interest being purchased by the surviving partner, who, though rising 70 years, is still active in the business built up by his skill, energy and perseverance. Few can produce a more honorable record of useful enterprise.

WALES & GREEN, BRASS FOUNDERS, Portland Bridge—Mill Street.

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JAMES WALES, a native of Scotland, having learned and followed his trade as iron founder in Glasgow, came over to this country to work for Messrs. Harris & Allan in their foundry here about 1833, and continued in their employ for twenty years. While in their establishment he gave considerable attention to brass founding, and cast the first set of rudder-braces in St. John.

In 1853 he set up a very humble shop in Paradise Row, Portland, where he continued till 1867, when he retired in favor of his son James, one of the present proprietors, who had learned the trade and served many years with him. Mr. Wales, senior, died January 1st, 1873. James carried on the business in the same place till 1871, when he associated with Mr. Jared R. Green, a native of Liverpool, England, coming to St. John in 1838, who also had been a worker in iron and brass in Harris & Allan's foundry and in the States.

In the spring of 1873 they bought the lease and the premises thereon on Portland Bridge, formerly occupied by Harris & Allan, and had but got well organized when in the following January, 1874, the premises were totally destroyed by fire, with steam-engine, machinery and patterns. Their loss was \$8,000, with only \$3,000 insurance. They then moved back into the old quarters in Paradise Row till they rebuilt on a much larger scale, of three stories. They got into it the following April, but in less than a year—in March last—fire again visited them, destroying the upper portion of the building, with tools and machinery, entailing a net loss of about \$3,000, and compelling them again to take refuge in the original shop in Paradise Row while reconstructing their premises.

They manufacture all descriptions of work usually executed in their line, and deal in many of the standard articles, such as Rudder Braces, Butt Bolts, Clinch Rings, Mill and Car Bushes and Hinges, and fill orders for Church and Ship Bells and every kind of finished Brass work. In the line of ship work they do more than any other brass foundry in the city, leading all others last year in the aggregate of their work. In Car Bushes they fill large contracts for the Intercolonial and River du Loup railways. The junior member is also an excellent pattern-maker, and with the experience of both members of the firm and their assistants, first-class work is warranted in every instance. It is not often that young men meet with so frequent and severe rebuffs in their enterprise. That they overcome them and go so courageously forward exhibits a spirit of endurance and perseverance which cannot fail of winning a high and well-deserved success.

ADAM YOUNG,
Iron Founder and Tin-Plate Worker,
28, 30 and 32 Water Street, St. John, N. B.

THIS establishment was founded by the late Ebenezer Stephen, a native of Aberdeen, Scotland, about the year 1830, and carried on by him until 1857, when Mr. Young, also a native of Scotland, became its proprietor, and considerably extended the business by building an Iron Foundry in addition to his Tin-Plate and Sheet Iron Works.

The Iron Foundry is situated in Clarendon street, Portland, and is known as the Clarendon Foundry. It is devoted to the manufacture of Stoves, Register Grates, etc., of which it turns out a large number annually.

No manufacturer has been more successful than Mr. Young in producing articles of genuine merit. Stoves of his make, of various kinds; Register Grates of many styles and patterns; and numerous articles of Tinware, have been awarded First Prizes at all the Fairs (including the Provincial Triennial Exhibitions) at which they have been exhibited. They have been endorsed no less heartily by the general public, as is shown by the steadily increasing demand for them from city and country buyers.

The Water street premises are conveniently situated for city trade, and are so near the wharves that buyers who come by vessel can be served nowhere else with so little trouble to themselves. The landing of the Harbor Ferry (which connects with the Consolidated European and North American Railway) is but two or three doors distant, and customers from Carleton, McAdam, Fredericton, etc., can get their wants supplied more expeditiously at Mr. Young's establishment than they can elsewhere, as they lose no time in reaching it and in transporting their purchases to the Ferry. This is an advantage of which people with considerable business to do in a very short time are not slow to avail themselves.

The warerooms are hung with iron and tin household articles too numerous to mention, displayed to such good advantage that customers can readily see what they require, and the floors are covered (with the exception of necessary space for the convenience of clerks and inspectors of the goods) with stoves, etc.

Mr. Young has recently still further increased his facilities for business, and for affording the public a good opportunity for inspecting his wares, by opening Sample Rooms in the *Daily Globe* Building, 85 Prince William street, where he has undoubtedly the finest assortment of Italian and Penrhyn Marble Mantle Pieces, Register Grates, Cooking Ranges, Stoves, etc., to be seen in the Lower Provinces.

MASSON & ROBB,
HARNESS MAKERS AND SADDLERS,
 Charlotte Street.

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Mr. JOHN MASSON is a native of Morayshire, Scotland. He served an apprenticeship to Saddle and Harness Making with an uncle in the County town, Elgin, and then spent nearly five years in London perfecting himself in the several branches of his business, most of which time he was in the employ of Whippy & Co., the celebrated saddle makers. He worked a year in Edinburgh with Fulton, and was Manager for Pollock, Glasgow, for five years thereafter. As Mr. Pollock did not possess a practical knowledge of the business, the directing of all the work, the selecting of stock, etc., devolved on the Manager, and his experience there has enabled him to succeed here. Losing his health in 1867, Mr. Masson came to this country, Mr. Pollock offering him an interest in his business provided he returned within one year. He began business here in 1868, succeeding Mr. Horton. He had a partner at first, and then ran the business alone until about two years ago, when he took his foreman, Mr. William Robb, into partnership. Mr. Robb is a native of the same place as Mr. Masson, served his apprenticeship with him, worked for him in Glasgow, and came here to act as his foreman on his commencing business in this city. His skill as a workman led Mr. Masson to select him as his assistant in Glasgow, and as his foreman here, and his mechanical abilities have largely contributed to the building up of the firm's high reputation.

When Mr. Masson came here our manufacturers vied with each other in producing low-priced articles, and he determined, instead of entering into such competition, to turn out better work than others—work which would prove cheapest in the end for the buyer. He often had to sell at a sacrifice in order to introduce his manufactures, and it was a long time before his efforts were rewarded with success. He started with the resolve to establish a first-class business, has never misrepresented the quality of his goods, and his name is a guarantee for the character of the articles made by his firm. Masson & Robb's work is classed by judges as much superior to what is generally produced in this country, and they never undertake what they cannot do well. Now that our horsemen are demanding every appliance that will assist in developing speed, the varied knowledge of this firm comes in very opportunely. Their reputation stands high in the neighboring Provinces and border States, where their productions are to be found in nearly every stable.

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ABRAMS BROTHERS,
MACHINISTS AND MANUFACTURERS,
Lawton's Building, - - - Georges Street.

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THIS firm is comprised of John and Benjamin Abrams. They are both natives of St. John. The senior member of the firm, as an indentured apprentice for five years, learned the saw-making trade with J. F. Lawton, and the junior member learned the machinist's trade in the celebrated Amoskeag Works at Manchester, New Hampshire, and received a first-class certificate upon leaving that establishment.

Shortly after acquiring their trades they started in business together in the above mentioned premises, which, with steam-power, they hired of Mr. Lawton. Their line of work is as general machinists and manufacturers of several machines which are already standard articles or destined to become so.

They manufacture two kinds of Shingle machines—one of which is the Drake machine, which occupies a position at the head of its class and is in general use throughout the Dominion—the other is a new machine, just introduced into the market, and designed for working waste stock, such as deal ends, etc., into shingles. It is believed this machine will be a decided success in its special line of work.

They also manufacture the Patent Self-Oiling Arbour, which, besides the advantage indicated by its name, has other points of superiority over others. Of this they make twelve different sizes. The Cam-Power Saw-Set, an American invention of 1874, of which they have the right to manufacture and sell in the Dominion, is also among their specialties. This is an article designed to fill a very important place in mill work, and it is confidently expected that it will come into very general use.

Burr, Lever and Screw Gummers, Wood Saws and Frames, are among the smaller articles which they manufacture, and only represent many others to which they will extend their operations. They also manufacture Emery Grinders for sharpening mill saws. All kinds of machinery repairing are executed in the most prompt and skilful manner.

Their shop is well stocked with excellent machines for the performance of all the details of their business. They are both young men, with a thorough education in their trade, and with a high ambition to make their mark as intelligent mechanics. They have started out with their own resources, and deserve a cordial recognition from all who take an interest in the manufactures of the city and its worthy mechanics.

SAMUEL MYERS, Machinist and Machine Manufacturer, Waterloo Street.

MR. SAMUEL MYERS is a native of Grand Lake. He had been educated to the carpenter and mill-wright business with his father, Jacob Mires, and with American machinists, and for a number of years was employed at different places about the country in building mills.

He finally settled in St. John in 1854 and commenced business with his father in Waterloo street in the carriage, mill-wright and machinery business, his father having the supervision of the carriage department and himself that of machinery. They operated on a comparatively small scale, and in 1856 had the misfortune to suffer total loss of their establishment, on which there was a partial insurance.

They rebuilt the premises and continued the business till 1858, when Samuel bought out his father and has continued the works till the present time. Upon assuming the sole business, he greatly enlarged the machine shop and operated largely in carriage axles, engines, mill work and general jobbing. He built a larger and more conveniently arranged shop nearly adjoining in 1870.

In 1872 he commenced the manufacture of Sturdevant's Blower, a celebrated American patent which is so generally used for forges, etc., in manufacturing establishments, and superior to any other in use. In this manufacture he has been extensively engaged, and keeps them in stock of the various sizes.

Another specialty of his manufacture is the Judson Governor, which was first brought out by a celebrated establishment at Rochester, New York; and a third specialty are Milled Machine Screws, of which he manufactures a very extensive list in all sizes, made by new and improved machinery. On these and the Sturdevant Blower he received medal and diploma at the Fredericton Exhibition in 1873. Shafting, Pulleys, Hangers, and a general jobbing business fill up the manufacturing catalogue of the establishment.

The machinery equipment of the works comprises one large Boring Machine, one large Planer and Combination Boring and Turning Machine, one common Planer, five Engine Lathes, two patent machines for making Milled Machine Screws, three Hand Lathes, two Drills, four Emery Wheels, Jig and Circular Saws, Planer, etc., for the wood work shop.

Mr. Myers has had a long experience in machine work, was the first to run a planing machine in this city, and by diligent application and study of the latest improvements, has made for his manufactory a sterling reputation in mechanical circles. Other works may be on a larger scale, but few execute a class of work which will bear a better examination and stand the test of use.

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S. P. OSGOOD, MARBLE DEALER,

South Side King Square.

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MR. OSGOOD, having served several years in the employ of Paul R. Barker, Marble Dealer, Bangor, Me., came to St. John in June, 1848, and commenced the marble business in company with Mr. J. W. Smith, on the site of his present works, and under the firm name of S. P. Osgood & Co. Mr. Smith continued a partner in the business until 1856, when Mr. Osgood became, and has continued to be, sole proprietor. The marble business was very limited in the Maritime Provinces when he came to St. John. There were freestone and granite works, where a few slabs were kept on hand; but there was no general stock of marble in either of the Provinces. Most of the grave-stones ordered were of freestone, for which the makers charged about the price of marble. The first stock of marble imported by this firm was greater in quantity than all previous importations. For ten years he drove his own team through this Province and Nova Scotia, soliciting orders, collecting, etc., and thus gained hosts of acquaintances and worked up a large business. The patronage of the acquaintances thus made was secured for the future, together with that of their friends, by a determination to please with the excellence of the work done. Halifax used to be visited regularly when the House of Assembly was in session, and large orders were invariably obtained there. The sales in Nova Scotia have amounted to some \$4,000 or \$5,000 in a single year.

From eight to ten men are employed summer and winter, and the order book has never been entirely clear, from the first establishment of the business up to the present time, and several of his men have been kept in continuous employ from eight to twenty-two years.

A very large stock of Marble Monuments and Tablets, of different sizes and styles, and Marble Slabs of all sizes, are kept constantly on hand. Italian marble is in the greatest demand, although some prefer other varieties. Some of the most imposing monuments that adorn the cemeteries and memorialize the dead of the two Provinces were manufactured in this establishment.

Soda founts, counter and table tops, mantles, marble for cabinet work of all kinds, soapstone for stove linings, freestone and granite for cemetery purposes, for etc., etc., are made to order, and a large and most select stock is constantly kept on hand.

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New Dominion Organ Company, STIMPSON & WALLACE, Factory and Office on City Road.

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THE demand for first-class Organs and Pianos has increased in St. John and the Provinces of late years to a great extent, and has caused a great sale of American made instruments, and latterly has suggested the idea that this field of enterprise is a legitimate one to be occupied by home industry. To carry out this suggestion the New Dominion Organ Company was organized about three years ago by the above named proprietors.

Mr. Warren Stimpson was for nearly thirty years a dealer in Melodions, Pianos and Organs in Massachusetts, and Mr. William W. Wallace, his son-in-law, was a voicer and tuner in Boston and other cities for ten years. They came here about three years ago and set up the present factory for the manufacture of Cabinet Organs on City Road, near the Skating Rink.

The long acquaintance of both the proprietors with the various makes of parlor instruments enables them to discriminate in the various improvements which have been introduced into these, and in the combination which they have made of all the most approved, and put into those manufactured by them, they confidently offer an instrument which may challenge comparison with any. The excellencies of their Organs have been attested by the First Prize Medal awarded to them at the Provincial Fair in Fredericton in 1873, and by the rapidly increasing sale which has attended them.

Among the combined improvements is the Orchestral Swell, by which the performer has under control an appliance for producing any required degree of "light and shade" of sound—the Vox Jubilante, giving a peculiar string-like quality of tone, with an astonishing power—the Improved Octave Coupler, which doubles the power of the instrument—and the Vox Humana attachment, so essential and effective in solos. For sweetness and evenness of tone, quickness of vibration and ease in manipulation, combined with power and fulness, the best judges have pronounced these instruments superior to any other.

Their line of instruments comprises sixteen different styles, varying in price from \$60 to \$300, and they are ready to execute orders for an \$800 organ. They use the best and most thoroughly seasoned woods, put up in the finest style of finish by the most experienced workmen, and they warrant their instruments for five years. Their aim is to put upon the market an instrument which may fill a worthy place in the music-loving homes of the people, and command the preference from all who, with a just discrimination, desire to favor home manufacture when equal in every respect to foreign made work. They are also prepared to furnish plans and specifications for Church or Pipe Organs.

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G. F. THOMPSON & SONS,
Steam-power Paint and Color Works,
Factory, 69—Office, 73 Princess Street.

GEORGE F. THOMPSON, a native of St. John, learned the painter's trade with his brother both here and in New York, and started in 1837 as a house, ship and ornamental painter in Dock street. In 1850 he put in a small steam-engine, and ground paints for his own use.

He established his present factory on a small scale on Princess street about 1855, and in connection carried on a paint shop, still continuing shop at Dock street. In 1868 he abandoned the Dock street shop and the entire painting business, and confined himself exclusively to the manufacture of White Lead, Zinc and Colored Paints and Putty.

In 1871 he associated with him his sons, Michael William and George Frederick, jr., both of whom had been bred to the business in his service. The senior member and his son Michael have visited the principal factories in England, on the Continent, and the United States, to examine into the processes and acquaint themselves with latest improvements.

Upon setting up the Princess street works, Mr. Thompson put in a small engine, but to meet the increase of business, upon the formation of present firm, an engine of thirty-five horse-power was put in, and the capacity of the works enlarged—four old mills being discarded to give place to five larger ones. There are now eight mills and six mixers and crushers, and other additions will soon be made.

In 1874, at the request of numerous customers, they commenced putting up mixed paints of different colors in sealed tins, from one pound upwards. These colors are thoroughly mixed by machinery, under the superintendence of a practical painter of twenty years' experience, and are better and cheaper than can be prepared in the ordinary way, besides being always ready for immediate use. In connection with their works they manufacture all their tin and sheet iron cans and wooden kegs.

This is the only factory of the kind in the Lower Provinces, and its products are meeting with a constantly increasing sale. Their works and storage rooms are on a liberal scale, and their present capacity is fully employed to supply the market. They import directly from England all the materials used in their manufacture, and for purity and excellence their productions are unsurpassed by any imported articles. Attempts have been made to injure the business by importations of cheap and inferior goods, but these home products, made by competent and experienced men, who are able and willing to warrant their goods, give them at all times the front rank in the market.

FAIRBANKS & HAWES,
Wood Moulding and Planing Mill,
DOOR, SASH, BLIND AND BOX FACTORY,
City Road.

Mr. WHITCOMB FAIRBANKS, a native of Sterling, Mass., commenced in the manufacture of furniture in his native State, and subsequently went to Bangor, where he dealt in furniture, and shortly associated with Mr. Holland in the Picture Frame business. Mr. Israel B. Hawes, of Brooksville, Maine, having learned the house carpenter's trade, went to Bangor, and worked with Fairbanks & Holland till they dissolved.

Mr. Fairbanks then came to St. John in 1844, and set up as dealer in Clocks and in the Picture Frame business, and the following spring Mr. Hawes came and worked in his employ. In 1848 they formed the present partnership, and started on a small scale in planing and wood manufacture, putting in a planer and other machinery at Broad's Edge Tool Factory at the Golden Ball.

As their business rapidly increased, and more ample accommodations and power were required, they leased for a term of years the tannery of C. J. Melick, at the corner of Union and Carmarthen streets, which they raised, enlarged and fitted up with the necessary machinery for wood moulding, planing and general jobbing work. After several years of successful operation the establishment was entirely destroyed by fire in 1866. They immediately rebuilt on a much larger and improved scale, re-stocked with machinery, and were again in full tide of successful operation, when, in 1869, they were again totally burnt out. The losses in both these fires were very large, and with only partial insurance. They then commenced the erection of their present works on City Road, but while temporarily occupying another place, were again burnt out, and so, scathed and scarred, but not dismayed, with the sympathy of their fellow-citizens and best wishes for a turn of the tide of ill-fortune, they moved to the City Road in 1870.

This factory is the largest, best arranged, and most perfectly equipped of its kind in the city. It is situated near the Intercolonial Railway, from which a branch track runs directly to the mill, affording the cheapest and most expeditious facilities for bringing lumber and forwarding it after manufacture. The main building is 60x125 feet and four stories in height. In the basement story, through

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whose side openings lumber is carted directly to and from the planing machines, is a splendid forty horse-power engine, which drives all the machinery of the establishment and furnishes steam heat throughout; also, four large Planing Machines, two Circular Saws and a Resaw.

The second flat is equipped with two Moulding Machines, two Turning Lathes, one Face Lathe for turning circular moulding, Band and Jig Saws, a Tenoning Machine, a Power Mortising Machine for mortising hubs, doors, etc.; a machine for making Ship Plugs and Wedges, two Boring Machines, a Planing Machine, a Clapboard Planer, three Circular Saws, and a Grooving Machine. These machines are all new and of the most approved manufacture.

The third flat is principally used for putting work together and finishing up doors, sash, blinds, etc. Among its machinery is a Power Mortiser, a Burr Planer for jointing and squaring stuff, three Circular Saw Tables, and some light and nicely working machinery for the manufacture of blinds, consisting of a Tenoning Machine, Boring and Mortising, and Sandpaper Machines. On this floor also the manufacture of shoe, tobacco, lobster and packing boxes and trunk woods is carried on, with all the requisite machinery. All the trunk woods are here put together for the largest trunk factory in the city. On this floor are also kept in stock and for sale all descriptions of mouldings manufactured in the establishment, in every variety.

The fourth flat is devoted to painting and glazing of sash, and to the painting and fitting up of Venetian blinds, in which the establishment does a very extensive business, furnishing them of all woods and colors, and of any required dimension. There is also on this floor a Stair Rail, Newel and Baluster department, where these are manufactured in all varieties. An elevator runs from basement to attic for the ready handling of materials, etc.

In the rear is the large dry house, 75x40 feet, the basement of which is used for storage of manufactured lumber, and the whole of the two upper stories are a dry house for seasoning lumber for their own use and for their customers. The heat is supplied by a powerful current of hot air, driven into it by one of the large Sturtevant fan blowers. This is the only dry house in the city which dries lumber for others. The whole establishment is a busy hive, and some fifty men and boys are constantly employed. All kinds of wood finish for houses, and nearly all kinds of ship finish work are turned out for builders; and staple wood manufactures of the best material and workmanship are kept on hand.

Adjacent to this mill, and furnished with its power, is a four story building, 30x50 feet, to be finished up for mechanical purposes; and the rear ell of two stories is used for saw grinding, wood turning, etc. Messrs. F. & H. also, at No. 23 Germain street, deal in Clocks, Pictures and Picture and Mirror Frames, having a factory connected.

This is one of the oldest firms in the city, and has exhibited during its career hitherto a remarkable courage and perseverance amidst unusual trials of fortune, which they have thus far overcome; and by their enterprise, energy and careful and efficient management have built up an establishment in every way worthy of a manufacturing city.

New Brunswick Cordage Works, W. EDWARD WEBB.

Office---7 and 8 Smyth Street.

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THE New Brunswick Cordage Works are situated in the adjoining town of Portland, about two miles from the city, and at some distance from the business portion of the town, forming, with the cottages of the workmen that cluster around them, a little hamlet in a pleasant valley among the hills.

The manufacture of Cordage at this place began about thirty-two years ago. The present establishment was erected three years ago.

Mr. Webb, who possessed a practical knowledge of Cordage Manufacturing, came from New York in October, 1874, and bought the works. Knowing that the best Cordage was made in the United States, and that the partial failure which had attended the efforts of manufacturers in this line here was owing to deficiencies in machinery and skill, Mr. Webb determined to make an article that would compare with any that could be produced by the best American makers. He immediately obtained, therefore, the most improved machinery used in the United States. He also secured a skilful Superintendent who had spent his whole life in Cordage making in the United States, and employed steady, trustworthy men in place of those who neglected their work.

These reforms increased the productive capacity of the Works to a considerable degree, and resulted in the fulfilment of Mr. Webb's most sanguine expectations. The products of the factory rose quickly in the esteem of shipbuilders and other users of Cordage, and, although there is only a duty of five per cent. against the foreign article, the New Brunswick Cordage Works now supply the home market almost exclusively in the most important lines of the business.

The Rope Walk and Factory are about 950 feet long. The machinery is driven by steam, this being the only Steam Cordage Manufactory in New Brunswick. The stock used is the best Manilla hemp, carefully selected in the New York markets. Mr. Webb's thorough knowledge of the hemp trade of New York, and his business connections there, enable him to buy to the best advantage.

A good supply of Hemp and Manilla rope of all sizes is kept constantly on hand for the trade; Cables and Hawsers of all sizes and lengths are made to order at a few hours' notice; and contracts for Cordage for the outfits of new vessels are entered into at any time.

R. FLAHERTY & Co.,
Fire and Burglar-Proof Safe Manufacturers.
Salesroom, 98 Prince William Street.

THIS concern was originally started in 1865. In 1872 they built and furnished a large Factory on the City Road, opposite the Skating Rink, when Mr. Flaherty purchased all the rights of good will, etc., from his partner, Mr. Joseph Roberts, who retired altogether from the Safe business. The concern then, with increased capital—Mr. F. having secured a leading business man as partner—rapidly worked up an excellent business, and an appreciative public honored them with an extensive patronage. Their reputation is best shown by the following articles, one from the *Boston Journal of Commerce*, and the other a certificate from the City authorities of Fredericton. They have certificates also from leading business houses who have saved their books and papers by these Safes. Unlike the Safe makers of Canada and the United States, there is not one single instance in which their Safes have ever failed to preserve their contents from fire or burglars:

CITY OF FREDERICTON, SS.

To all whom it may concern:

KNOW YE.—That the Mayor, Aldermen and Commonalty of the City of Fredericton did, in the year 1873, purchase from R. Flaherty & Co., of Saint John, a double door Fire-Proof Safe, handsomely painted and well finished in every respect, which Safe was placed in the City Clerk's Office, City Hall, and in which were stored the principal part of the City Records. That the said City Hall was destroyed by Fire on the 25th January, 1875, and that the Safe above mentioned fell in the ruins, from the City Clerk's Office to the basement, being a height of seventeen feet, and remained in the ruins among the hot bricks at a white heat for forty-four hours, when it was opened, and the papers and records therein contained found undamaged, undefaced, and in good order, and the cabinet lining of the Safe with even the varnish untouched.

We, the Mayor, Aldermen and Commonalty of the City of Fredericton do therefore hereby certify, that the Safe purchased by us from R. Flaherty & Co., of Saint John, has fully met every guarantee made to us by the manufacturers in regard to superior finish and painting, strength of workmanship, and fire-resisting power, and we do most heartily accord to Messrs. R. Flaherty & Co. this Testimonial of our esteem for this wonderful proof of the superiority of provincial manufacturers in general, and of Messrs. R. Flaherty & Co. in particular.

In testimony whereof the said Mayor, Aldermen and Commonalty of the City of Fredericton have caused their common seal to be affixed hereto, and signed [L.S.] by the proper hand of the Mayor of the said City, this Sixteenth day of February, A. D., 1875.

E. L. WETMORE, Mayor.

CHAS. W. BECKWITH, City Clerk.

The following is from the *Boston Journal of Commerce*:

R. Flaherty & Co., the manufacturers of the celebrated safes bearing their names, cannot complain that their efforts to procure a safe thoroughly fire and burglar proof have been unappreciated, if we may judge from the activity prevailing in their works, and the numerous orders booked for future delivery. Indeed these safes are of a superior character, and are well worth the praise bestowed upon them. As for their fire-proof qualities no one pretends to doubt their superiority, and the fact that the leading moneyed institutions of the Provinces have adopted them is sufficient guarantee of their efficiency. The company well deserve their success, as they have contributed much towards the protection of valuable property from the machinations of burglars as well as the ravages of fire.

ALEXANDRA SAW WORKS, J. F. LAWTON, Corner of North and Georges Street.

THE proprietor of these works, a native of St. John, served his apprenticeship with the pioneer manufacturer of saws in the Dominion, becoming thoroughly master of the trade in all its branches. The process was then quite slow and tedious, as but little hand labor-saving machinery had then been introduced here.

Upon completing his apprenticeship, Mr. Lawton visited the many factories in the States and also those of Sheffield, England, to become better acquainted with the latest modes and processes of the manufacture, and inform himself more fully with reference to his art. He then returned and started a small factory in Canterbury street in 1864. The tremor of his industrial machinery disturbing the cogitations of a barrister in an adjoining building, he removed the third year to the present premises.

While in Canterbury street he made use of heated bars of iron for tempering and flattening saw-plates. He subsequently introduced the self-acting grinding machine, the toothing machine and a machine for grinding instead of filing teeth. These were all recent improvements and, with the exception of the last, first introduced here by him. Mr. Lawton had spent much time and money in experimental machines, and cramped himself by it, but his establishment is now prospering.

He manufactures Circular Saws of all dimensions up to sixty inches diameter—among which are Trimmers, Edgers, Bolters, Clapboard, Lath and Shingle Saws. He is the only manufacturer in the Province of the Tapered Shingle Saws, which he has made for four years. In his line are also Mill Saws, from five to seven feet in length—gang and single—Muley, Whip or Pit Saws, Cross-Cut, Drag, Hand, Wood, Meat and Copper Bolt Saws. Of these he makes twenty-seven different styles of Circular, six of Mill, five of Cross-Cut, five of Wood, five of Butcher Bow, five of Hand, three of Drag and one each of Muley and Pit Saws. The machinery is of the best and the factory fully organized for its work with an engine of twenty-five horse power.

Mr. Lawton is himself a most skilful and thorough workman, and has given his best study and ambition to his art, with the determination to compete with the best productions of old establishments. He employs competent and skilled workmen, and the best of Jessop's celebrated Sheffield steel, and in the quality and finish of his goods may challenge a test with any other manufacturer. His business is having steady increase, and his goods are well known in New Brunswick and Nova Scotia.

**New Brunswick Steam Spice Mills,
ALFRED LORDLY,
No. 7 Waterloo Street.**

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MR. LORDLY, a native of Chester, Nova Scotia, after several years of clerking in the Provinces and in Boston, went into the Furniture business with his brother on Charlotte street, in 1855, and having their Factory at Portland Bridge.

He continued in this partnership for four years till 1859, when he went into the same business for himself, with warehouse on Germain street, the same previously occupied by the firm, and Factory at Portland Bridge, where he hired steam power at first and then bought out the proprietors of it, doing at the time a very large business. He here commenced the Spice grinding business in connection with his other operations.

In 1871 his Factory was destroyed by fire, with all its machinery, without insurance, entailing a heavy loss and bringing his business to a sudden close. In the Spring of 1872, he leased the premises and steam power, which he now occupies, of A. Christie & Co., and commenced anew the Spice and Coffee grinding business, putting in three Grinding Machines and a Coffee Roaster.

These mills are largely occupied in grinding Spices for the wholesale trade, and roasting and grinding Coffee for the retail trade—also in grinding Feed. Besides operating for the trade, Mr. Lordly puts up for the market in tin cans and tin foil packages all the different kinds of Spices, which can be warranted in all their purity and strength.

He also puts up old Java, Marcaibo and English Breakfast Coffee in convenient-sized packages; and also deals in a superior article of Dandelion Coffee, which he prepares from fresh German roots. This is an article much used by consumers of limited means, and those who, while desiring to retain the Coffee flavor, wish to avoid the bilious properties of the genuine article. This preparation is highly recommended for its nutritious and medicinal qualities.

Mr. Lordly also grinds Cream of Tartar in the crystal, and puts it up for the trade, thus ensuring a pure article. His Baking Powders for bread, biscuit, griddle and corn cakes are well recommended. Among his other package goods are Sweet Herbs, which he grinds, and Mustard, which he imports by the cask from the best English manufacturers. An article of Mixed Spices—a combination of all the best kinds, prepared from a London receipt,—is a popular thing, and in great request in the mince pie season. This establishment is young, but has a steady increase of successful business.

S. R. FOSTER & SON,
Manufacturers of Cut Nails, Shoe Nails, Tacks, &c.,
9 and 11 Georges Street.

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MR. SETH R. FOSTER came to St. John thirty-six years ago, from South Hanover, Mass., and was engaged as foreman of the Cold Brook Nail Factory at the inception of that enterprise. In 1849 he became foreman of the late Mr. W. H. Adams's Nail Factory in St. John, with an interest in the business. As the Factory did not run in the Winter, Mr. Foster had a good deal of leisure on his hands, and his inventive mind and active energies found employment in the building of a small River steamer. This venture was not profitable, however, and the engine was taken out and set up in a loft of the Nail Factory for the manufacture of Tacks. Such was the beginning of the only Tack Factory in the Maritime Provinces—a business that is now among the most important of New Brunswick's manufactures. People told Mr. Foster that he would not make his salt, but he resolved to persevere. He soon began to sell more Tacks than anybody had supposed that the Province consumed. His loft became too small, he put up a small building beside the Nail Factory, and, instead of his little boy (Edwin C., who is now a partner in the business), being his only assistant, he had several hands engaged. Mr. Adams died about ten years ago, and Mr. Foster bought the Nail Factory of his heirs. He has extended the Works since, having made four additions to one of the buildings, and procured much new and improved machinery. Some of the machines are of Mr. Foster's invention, and he was the first Canadian Nail manufacturer to introduce polishing machines.

The Confederation of the Provinces, opening as it did the markets of all Canada to Mr. Foster's tacks, gave a great impetus to the business. These tacks are now to be found in all quarters of the globe, their good quality, and the labor-saving machinery with which they are made, enabling them to compete with those made in any other country. Large orders are regularly filled for Australia and New Zealand, and the foreign shipments are steadily increasing.

Fifty hands are kept steadily employed, to whom \$300 a week are paid in wages. Six hundred tons of iron, zinc, copper, brass, and steel are used annually. This is imported in sheets of the required thickness for the 302 varieties of cut nails and cut spikes, shoe nails, tacks and brads, horse nails, clinch nails and pressed nails which are made. Prizes have been gained by these tacks at three Exhibitions.

Established 1871.

SAINT JOHN TOBACCO WORKS.**Office and Warerooms—No. 21 Water Street.**

Mr. JOHN D. ROBERTSON, a native of St. John and a descendant of the Loyalists, managed for many years the Tobacco Works of J. & R. Reed, in Water street, till 1871, when he formed a co-partnership with John Stewart, William Peters, and his son Andrew D. Robertson, who purchased the machinery of the works and established their present factory on Southwark street, where they commenced the manufacture of all the different grades and varieties of black and bright work tobacco, both plug and fine cut, for smoking and chewing.

They import all their tobaccos direct from the best Virginia and Kentucky markets, in which the selection is attended to by one of the firm. Their manufactured goods are widely sold in the Maritime Provinces, and not only compare favorably with other manufactures, but in competition are generally preferred. Their high reputation has made for them a steadily increasing sale. They also hold for the Dominion a patent for an article put up by them, known as Robertson's Patent Package Fine Cut, which is rapidly becoming a great favorite in the market.

Their factory is among the many creditable industries of St. John, demonstrating that home enterprise and skill can successfully compete with old foreign establishments, and gives employment to some forty men and women in the working up of a hundred thousand pounds annually.

The office and warehouse were located at the factory till 1873, when they established them at No. 21 Water street, where they constantly keep in store a large stock of all the different varieties, having, besides their own, a large list of Virginia and Canadian manufactures, aggregating in their catalogue nearly seventy different grades and styles.

A large retail store, in connection with their establishment, has recently been opened at No. 74 Prince William street, where all the various lines of their own manufacture are kept on hand, together with a very full assortment of American manufacture, and a complete stock of domestic and Havana Cigars.

In that line of smokers' goods which may be denominated the fine arts of the trade are to be found an extensive array of articles, such as majolica jars, cigar stands, match safes, of curious design, and a large assortment of pipes, and other German goods. Their meerschaums are in great variety of finish and exhibit rare artistic skill in their carvings, one of which—costing \$250—has been exhibited in several expositions in the old world.

GEORGE H. MARTIN,
WATCHMAKER AND JEWELLER,
Martin's Corner, Union and Coburg Streets.

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Mr. MARTIN, after working for several years at the watchmaking and jewellery business in St. John, followed in the footsteps of many of his countrymen by going to the United States. After working at his business there some years, five of which he spent in the great Waltham Watch Factory, he returned to St. John and began business on his own account in Union street. After four years he moved to Germain street, and, a year ago, took possession of his present premises on the corner of Union and Coburg streets.

The building is a new one, and the portion of it occupied by Mr. Martin has been finished and fitted up by him in a style that makes it altogether one of the best shops for business in the city. The Union street front is wholly, and the Coburg street side partly, of glass, thus affording a good deal of space for the display of goods. The counters are of walnut, with ash panels. Ornamental iron railings surmount the front ends of the counters, protecting the goods in the windows from being disturbed, and show-cases cover all the rest of their surface. These show-cases have silver-plated nickel frames, and are filled with such Jewellery and Fancy Goods as are usually kept in establishments of this kind.

The shelves display American Clocks—cheap and costly, plain and ornamental; Silver ware, in every line; Cutlery of all kinds; Fancy Articles in great variety, etc., etc.

Mr. Martin, although he imports English, American and Swiss Watches, and keeps all kinds in stock, makes a specialty of those of American manufacture, selling more of the Waltham make than any other. The seeker for a watch who cannot suit himself at Martin's Corner must be hard to please.

The Regulator, which was made in New York, is one of the largest and best in Canada, and ensures the correctness of "Martin's time."

The Jobbing department, which is carried on directly in the rear of the salesroom, is one of the largest in St. John, and only the best workmen are employed in it.

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Joggins Coal Mining Association.

THE property of this Company is the well-known bed of Coal, called the Joggins Seam, situate in the County of Cumberland, on the east shore of Cumberland Basin, N. S., with the right of mining the same under Government lease, together with 500 acres of well-timbered land in fee-simple, and buildings, wharves and mining machinery. The Company's lease covers a tract over three miles in length back from the shore in the direction of the seam, which lies at nearly a right angle with the shore, and having a dip of only eighteen degrees.

The location of this mine possesses the great advantage over all other Nova Scotia mines in its nearness to the manufacturing districts of New England, St. John and other ports in the Bay. In addition to the less freightage to market, is the remarkable cheapness with which it is raised and placed in cargo. When the present Company took possession, they removed the old works, putting in new and improved machinery, and sank a shaft eleven feet wide and about eight feet high, 715 feet down the slope, in which is a double track. The interior working is easy, owing to the moderate declivity and the remarkable dryness and excellent ventilation of the mine. At the mouth of the pit the coal is dumped over screens into other cars, and thence into a sluice-way directly on board the vessels lying at the wharves.

This mine has been operated for twenty years, and so fully developed that its resources may be considered unlimited. As to the superior quality of its product the testimony is most abundant and uniform from competent authority. While growing in favour for domestic purposes on account of its free burning and inodorous character, it takes the highest rank as a steam-producing fuel. It is used by all the steam tugs in St. John harbour, the Bay steamers, and very largely by the manufacturing establishments in St. John, Railroads, Government Steam Fog Whistles, household purposes, etc. All the testimonials, while explicit as to its steam-producing character, are no less so to its cheapness as compared with other coal, and to its improvement in quality from year to year. Indeed this is a very encouraging feature that it improves as the works descend.

The demand in the immediate markets has hitherto taxed the full capacity of the Works, but it is proposed to sink another shaft and obtain a margin to supply other markets. In its superior advantages in the several respects above named, this mine has all the elements of a permanently profitable investment. The stock is in the hands of prudent and sagacious business men. Board of Directors:—Alexander Jardine, Pres., T. W. Daniel, G. A. Hamilton, G. B. Cushing, and Alexander Barnhill; Secretary and Treasurer, A. D. Goodwin.

SPRING HILL MINING COMPANY, R. P. & W. F. STARR,

Coal Merchants, - - - Agents.

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The Spring Hill Coal Mine is situated in the County of Cumberland, Nova Scotia, but the enterprise of opening and operating it is mostly a St. John affair, the stock being largely held and the head office being located here.

The mining area owned by the Company is three square miles in extent, and has been taken up in such shape as to secure a large portion of the Coal crop of the district, so far as known. Seven or eight veins have been discovered on the Company's tract, varying in thickness from three to thirteen feet, one of thirteen, one of ten and one of six feet. The only one yet opened is the ten feet, or main seam, into which two slopes have been driven about three-quarters of a mile apart, and levels cut in both for some distance east and west, which to some extent prove all the veins on the area as it is no great distance across the measures.

The west, or old slope, has been sunk over 400 feet, and the east, or new slope, where the Company have all the dip, has been driven 830 feet at an angle of about 42 degrees. Large constructive works are still going on here underground, opening up the vein and laying out the Mine for future operations. All these works are of the most permanent character and are so arranged as to insure the coal being produced at the cheapest rate, while a large reserve is left in the roof and supporting pillars which can be mined when required at a much less cost than at present.

A Branch Railway of five miles connects the Mine with the Intercolonial Railway, and the coal can be shipped at Dorchester, St. John, or Halifax. Though constructive works are in progress, thirty-three thousand tons were raised and sent to market last year. Its great value for both steam and house purposes is satisfactorily established. As a steam coal, it is very superior, and in this market it is rapidly gaining a high place and must tend to check importations. It has been largely used by the Intercolonial Railway, the River du Loup Railway, and by all the large Rolling Mills in the Province, by the Canada Steel Company at Londonderry, and by Foundries both here and in other parts of the Province. The Company is of recent formation, and operations have only been in progress for a year or two. It is already the largest enterprise of the kind in the Province, and with the increasing facilities for mining, its greater prospective production and value are assured. The Directors of the Company are the Hon. Alexander MacFarlane, President, S. S. Hall, John Magee, James L. Dunn, and R. Peniston Starr. Secretary and Treasurer, W. E. Vroom.

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Messrs. John Magee, James
Treasurer, W. E.

CARSON FLOOD,

Importer and Dealer in

English & American Pianofortes, Cabinet Organs, &c.

No. 75 King Street.

Mr. FLOOD came from the North of Ireland to this city at sixteen years of age. He served an apprenticeship and worked for some time at the Painting business, which he relinquished in consequence of a severe injury received in the line of his business, and in 1852 went into Photography, which he carried on till 1861, when he connected the Piano trade with it till 1870. The latter branch having then become so extensive as to require all his attention, he discontinued Photography and has since devoted himself exclusively to the Piano and Organ business. His place of business was in Prince William street, until last year when he removed to his present store.

Although dealing to some extent in the various makes of the instruments in his line of American and English manufacture, and only in the best articles, his specialties are the celebrated "Bourne" Pianos and those of the old established house of Hallett & Camston, of Boston. The reputation of these instruments has stood the test of many years, and are from the hands of artisans of long experience and skill. Mr. Bourne, a practical mechanic and musician, has been engaged in Pianoforte manufacture for forty years, and his scales are acknowledged to be the most perfect ever drawn. The Hallett & Camston Piano has for years possessed an unrivalled position in musical circles; and for tone, finish and ability and workmanship both these makes are unexcelled. Mr. Flood has them in Grand, Square and Upright styles.

The Smith American Organ, which is his leading specialty in that line of instruments, has a record of a quarter of a century of unimpaired reputation for high and uniform excellence, and with the improvements which patient study and skill have conferred upon it, has year after year carried off the highest premiums over sharp and persistent competition. It is the oldest Reed Organ manufactured in New England, now numbering over sixty thousand instruments, which have been a source of refined and delightful recreation throughout the homes of this continent, and the sales are constantly increasing.

Mr. Flood has found his business every year increasing, and his sales upon the popular instalment plan have distributed them among the homes of an appreciative music-loving community. His local trade is the largest in the city, and he also does an extensive business in letting instruments. He also imports largely of the smaller musical instruments of German manufacture, and deals in the best sheet and book music.

Quebec and Gulf Ports Steamship Company ROYAL MAIL LINE.

Hanford Bros., Agents,
11 and 12 North Market Wharf, St. John.

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THIS Line was started in 1864 with one boat, the *Lady Head*, now the property of the Dominion Government, which made fortnightly trips from Quebec to Pictou. Capt. Davidson, now in command of the *Secret*, had charge of her. Business increased so fast that one boat a week was soon placed on the route, and the Company now own the following eight first-class steamships.

CANIMA,
SECRET,
BERMUDA,
ALHAMBRA,

CITY OF HOUSTON,
MIRAMICHI,
HADJI,
FLAMBORO.

The *Secret* and *Miramichi* are side-wheel steel boats, and the others are iron screw propellers. They were built especially for this line, are adapted in every respect to its business, and are as safe and comfortable as steamships can be made. They are kept perfectly clean, are well furnished, the most perfect order is maintained on board, and the officers are thoroughly competent, polite and obliging.

The *Secret* or *Miramichi* is intended to leave Quebec every Tuesday, at 2 o'clock, p. m., for Pictou, and Pictou every Tuesday, at 7 o'clock, a. m., and Shediac same evening for Quebec, calling each way at Father Point, Gaspé, Percé, Paspébiac, Dalhousie, Chatham, Newcastle and Point du Chêne. These steamers have first-class accommodation for passengers.

The *Bermuda*, *Hadji*, *Alhambra* and *Flamboro* are intended to run between Montreal, Quebec and Pictou, touching at Chatham, Newcastle, Shediac and Charlottetown, as freight may offer.

The steamers *Canima* and *City of Houston* leave New York and Bermuda every Thursday, carrying the United States mails. They have first-class accommodation for passengers; and during the winter months no better climate than Bermuda can be found for invalids. Return tickets can always be obtained from any of the agents at reduced rates.

The Gulf route is among the finest in the world for summer tourists, as the scenery is magnificent and the Gulf free from fog. At Percé Rock a gun is fired from the steamships for the purpose of arousing the myriads of birds that use it as a watering place.

Messrs. Hanford have a certain number of berths at their disposal each trip, and sell through tickets by rail and boat from all points.

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SHIPBUILDING.

ANY account of St. John which omitted to mention its second great industry, shipbuilding, would be incomplete, for shipbuilding stands next to lumber in the amount of capital invested and the value of the product, among the industries of New Brunswick. Nothing has made this Province so famous as her ships, which have a world-wide reputation and are to be found on every sea.

The first vessel known to have been built in New Brunswick was the *Monnequash*, a sloop of 15 tons, built by Jonathan Leavitt, in 1770. Two or three other crafts of the same kind appear to have been built at St. John prior to the landing of the Loyalists. The names of some of them will be found in a previous page, which gives the nominal list of vessels entered and cleared at St. John in 1782. In 1786 the *Lord Sheffield*, termed by the local prints of the day a "most noble ship," was built by Benedict Arnold above the Falls. The people of St. John saw in her the pioneer of a noble fleet of ships which should claim it hereafter as their home port. From that time shipbuilding appears to have been established, and it grew steadily in magnitude and importance.

The woods mainly employed in the construction of New Brunswick ships are birch, beech, spruce, hackmatack and pitchpine. All these woods, except the last, grow in New Brunswick. A New Brunswick high classed ship, built under survey, will class A 1 for 8 years at Lloyds, or 9 years in Bureau Veritas, or 10 years in American Lloyds. All these offices have agencies in St. John, and no vessel of any size is built without being classed in one or other of them. Although ships built of some other descriptions of wood receive classification for a longer term of years than those built in New Brunswick, no better wooden vessels float on the seas than those of this Province. Among the famous ships of St. John may be mentioned the *Marco Polo*, of 1,511 tons, built at St. John in 1851, and the *Morning Light*, 2,377 tons, built at St. John in 1855. Both of these vessels were remarkable for their speed and the quick passages they made, particularly the first-named. Both are still afloat, doing good service.

The building of clipper ships has, however, ceased of late years at St. John, as well as everywhere else. Ships are now built to carry a large cargoes, and it is found that such ships on good lines sail nearly, if not quite, as well as the lean, sharp clippers. The building of extremely large ships has also ceased. No ship is now built in St. John of less than 1150 or more than 1750 tons. Barques range in size from 500 to 1100, the tendency being decidedly towards the larger size, and

brigantines run up to nearly 500 tons. A few large three-masted schooners are built in St. John, but not many, and the same remark is true with regard to barquentines.

Formerly most of the ships built at St. John and indeed throughout the Province were built on speculation for sale in England. The builders sometimes did very well, but when times were bad ruinous losses resulted from it, and it was entirely abandoned some years ago. Ships are still built to a limited extent for parties in England, but they are built under contracts, and the builder knows precisely what he is going to get for his ship before he begins her. Most of the ships built in New Brunswick are, however, for owners here, and since this has been so shipbuilding has become much more safe and profitable, and our people by owning their own vessels have ceased to be merely "hewers of wood and drawers of water" for others.

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ROBERT ROBERTSON & SON,
SAILMAKERS & SHIPS' OUTFITTERS,
63 and 65 Water Street.

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THIS house dates back sixty-two years with Robert Robertson, who was born in St. John in 1792 of Loyalist parentage. He learned the sailmaking trade with John Freeman, and in 1813 set up the business for himself on South Market Wharf in a building of John Ward's, and continued there till 1837, when the premises were destroyed in the great fire of that year. He then went to Lower Cove, and after several moves leased a lot on the beach in 1845 where Reed's Block now is, thence into the old wooden building on Custom House Wharf.

He continued alone till 1848 when he associated with him his son William, who had learned the trade with him, under the firm of Robert Robertson & Son. The father retired in 1859 when William associated with him his brother Duncan, now deceased, which firm continued eight years. William then carried on the business alone until March, 1875, when, as he was about removing to England to give his attention to his shipping, he sold out to his sons, Robert Robertson, Jr., and George S. Robertson, who carry on the business under the old style of Robert Robertson & Son.

From the old wooden premises on the Custom House Wharf the concern after an intermediate period, located in the present premises purchased in 1872. The founder of the house commenced importing materials used in his trade and for sale in 1831, and gradually extended his business into ships' outfits, in which the establishment has become one of the largest in the city, carrying a full stock of everything required on ship board, from the heaviest articles to the small wares of the cabin. In Hemp and Manilla Cordage, Wire Rope, Chain Cables, Anchors, Rigging Chain, Cotton Duck, Canvas, Oakum, and naval stores their warehouse is abundantly stocked.

The sailmaking business still continues an important part of the business as from the beginning, and occupies the third flat of the premises. It is a most creditable feature of this branch of the enterprise, as showing the honorable dealing and kind relations subsisting between employer and employees, that there are now in the service of the firm as sailmakers, one who has a record of forty-seven years service, one of thirty-nine years, one of thirty-two years and others of over twenty years. Mr. Robert Robertson built a ship in 1839 and subsequently had an interest in others. His son William has become a large ship-owner. Robert and George, representing the three generations in the business, inherit the energy of the fathers and will well maintain the business.

DAVID D. ROBERTSON & Co.,
Ship Brokers and Commission Merchants,
Smyth Street.

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THIS house has its origin in the business of Hon. John Robertson, the well-known merchant and capitalist who for so many years has occupied the front rank of the active commercial men of St. John, and held so many important commercial and political positions, and who has now honorably and successfully retired to make his future residence in England.

His son, David D. Robertson, was brought up to business in his father's and London offices, and upon his return from London acted as his father's book-keeper. In 1872 he set up on his own account, taking with him his chief clerk, Mr. Douglas A. Smith, formerly of Prince Edward Island, who was educated in New Brunswick, and after serving several years in the general business in Prince Edward Island, came to the office of Hon. John Robertson in 1870, where he served two years.

After serving nearly two years with David D. Robertson, the latter gave him a partnership, making the present firm of David D. Robertson & Co. The business of this firm is ship brokerage, general agencies and commission business. Their brokerage has hitherto consisted principally in the coastwise and West India business, and they do a large chartering business on the North Shore and Prince Edward Island.

The senior partner, having spent the past year in England and on the continent, has made arrangements which will undoubtedly lead to a large increase of their brokerage business. They give special attention to the purchase of lumber cargoes of all kinds for the West Indies, South America and Great Britain.

They are special agents for the celebrated Vielle de Montague Zinc Company of Belgium, and supply orders for roofing, plate and sheet zinc at the Company's prices with the addition only of freight and charges. They also deal largely in Belgian glass, and are prepared to make reasonable advances on consignments of staple goods.

The commercial education received by both members of the firm, under the most favorable tuition, give them first-class opportunities, which, with a high mercantile ambition, must lead to excellent future results.

Co.,
merchants,

C. H. WRIGHT & Co.,
Ship Chandlers and Commission Merchants,
No. 11 Water Street.

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Mr. C. H. WRIGHT is a native of Lewiston, Maine. He clerked in a dry goods and grocery store in Biddeford for some time, and came to St. John in 1863 and clerked in the hardware store of W. H. Adams for several years. He then clerked in the ship chandlery store of Thomas M. Smith till his death, and then with his son, George F. Smith, and others—in all serving in this line of business five years.

In 1871 he set up the business with Mr. Howard D. Troop, under the style of C. H. Wright & Co. Mr. Troop is son of J. V. Troop, Nova Scotia, born and bred to the shipping business in which his father has been for many years very extensively engaged. In a short time after the establishment of this firm, the enterprise and business connections of its members built up a very large trade, probably exceeding that of any similar establishment, and amounting to \$100,000 annually.

They carry a very heavy stock in all the articles which enter into the equipment of a ship, which fills the several flats of their large store. One whole flat is filled with hemp and manilla cordage in all its variety and of the best quality imported. In the other staples of Bolt Rope, Wire Rigging, Oakum, Duck, Canvas and Naval Stores they are abundantly provided, while their store for ship furnishing in all the smaller wares comprises every article ever used on ship board. They are also agents for the celebrated Muntz's Sheathing and Bolting Metal in which they deal very largely.

The same partners, under the firm of Troop & Wright, have a large Iron Warehouse at Custom House Wharf, where they import and deal in Common and Refined English and American Iron, Bolting and Sheathing Metal, Anchors, Chains, Spikes, and the heavier goods which enter into shipbuilding and ships' outfits. Between these two stores an entire outfit can be furnished for anything that floats, and they usually carry a stock of from \$40,000 to \$60,000.

This firm of young men have had the common difficulties of competition with older establishments to encounter, which their enterprise and energy have enabled them to do, and given them a leading position in their line of business. The special attention given to the quality of their importations, their variety and extent, and attention paid to all the details of the trade, and general fair dealing, have all had their part in their success.

SHIPBUILDING STATISTICS.

The following table shows the number of new vessels built and registered in New Brunswick, during each year for the past fifty years. By reference to this table the reader will be able to trace the progress of shipbuilding in this Province almost from the time it became an important industry; he will note the various depressions and fluctuations it has undergone, its occasional enormous development as in 1854 and its almost utter collapse as in 1858. He will note also its steady progress for the past few years since speculative building for parties abroad has ceased. Two-thirds and often three-fourths of the vessels registered each year were registered at St. John, and of late years the proportion is even larger. Bearing this in mind, the reader will have no difficulty in tracing the history of shipbuilding in St. John in the following figures:

<i>Year.</i>	<i>No. of Vessels.</i>	<i>Tons.</i>
1825.....	120	28,893
1826.....	130	31,620
1827.....	99	21,806
1828.....	71	15,656
1829.....	64	8,450
1830.....	52	9,242
1831.....	61	8,571
1832.....	70	14,081
1833.....	97	17,837
1834.....	92	24,140
1835.....	97	25,796
1836.....	100	29,643
1837.....	99	27,288
1838.....	122	29,167
1839.....	164	45,804
1840.....	168	64,104
1841.....	119	47,140
1842.....	88	22,840
1843.....	64	14,550
1844.....	87	24,543
1845.....	92	28,972
1846.....	124	40,383
1847.....	115	53,373
1848.....	86	22,793
1849.....	119	39,280
1850.....	86	30,356
1851.....	90	45,595
1852.....	118	58,399
1853.....	122	71,428
1854.....	125	99,426
1855.....	95	54,561
1856.....	129	79,907
1857.....	148	71,989
1858.....	75	26,263
1859.....	93	38,330
1860.....	100	41,003
1861.....	80	40,523
1862.....	90	48,719

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1863.....	137	85,250
1864.....	163	92,605
1865.....	148	65,474
1866.....	118	45,922
1867.....	108	20,280
1868.....	103	29,036
1869.....	76	26,297
1870.....	85	20,046
1871.....	86	28,104
1872.....	104	34,121
1873.....	82	34,607
1874.....	95	38,080

The returns for the last two years are exclusive of St. Andrews from which we have no returns.

THE SHIPPING OF S. J. JOHN.

The following table shows the amount of shipping remaining on the Registry Books of St. John on the 31st December of each year for the past twenty-one years:

<i>Tons.</i>	<i>Year.</i>	<i>No. of Vessels.</i>	<i>Tons.</i>
28,803	1854.....	582	119,965
31,020	1855.....	566	110,451
21,806	1856.....	585	135,713
15,656	1857.....	543	133,669
8,450	1858.....	497	114,457
9,242	1859.....	489	112,420
8,571	1860.....	492	123,425
14,081	1861.....	486	137,873
17,837	1862.....	475	135,247
24,140	1863.....	521	174,135
25,706	1864.....	570	185,700
29,643	1865.....	628	203,783
27,288	1866.....	612	195,199
29,167	1867.....	640	186,300
45,804	1868.....	682	196,018
64,104	1869.....	703	203,660
47,140	1870.....	734	214,814
22,840	1871.....	767	226,727
14,550	1872.....	814	246,485
24,543	1873.....	803	247,227
28,972	1874.....	808	263,410
40,383			
53,373			
22,793			
39,280			
30,356			
45,595			
58,399			
71,428			
99,426			
54,561			
79,907			
71,989			
26,263			
38,330			
41,003			
40,523			
48,719			

St. John is the fourth port of the British Empire in tonnage, and has double the tonnage of any other port in Canada.

The following is a summary of the tonnage of St. John on the 31st Dec., 1874, showing the number and tonnage of each class of vessels:

98 ships	measuring.....	119,555 tons.
121 barques	"	78,151 "
9 barquentines	"	4,468 "
8 brigs	"	2,622 "
61 brigantines	"	16,358 "
316 schooners	"	27,151 "
142 woodboats	"	8,889 "
3 sloops	"	54 "
50 steamers	"	6,159 "
808 vessels	"	263,410 tons.

WILLIAM HILLMAN,
Gold and Silver Plater,
60 Charlotte Street.

—o—

MR. HILLMAN is a native of St. John. At an early age he went to Boston, Massachusetts, and served a regular apprenticeship to Gold and Silver Plating with his brother, John J. Hillman, learning the business thoroughly in all its branches.

In August, 1861, Mr. Hillman returned to St. John and began business on his own account in Union street. He was the first in the business in St. John. He was, in fact, the first to enter on this branch of business in the Maritime Provinces, and his experiment was soon rewarded with success. Two years after the starting of the business the building in which it was located was nearly destroyed by fire, and the establishment was moved to Germain street. After two years' stay in Germain street a removal to the premises now occupied in Charlotte street was effected.

The manufacture of Carriage and Harness Trimmings forms an important part of the work done, all the large manufacturers depending upon Mr. Hillman for the supply of their wants in this respect.

Door Plates, Pew Numbers, Table Ware, etc., etc., etc., are manufactured and plated with gold or silver, in the best manner.

Both processes—Electro-plating and Gilding, and Hand Plating and Gilding—are followed, according to the quality and description of the work to be done, or the wishes of patrons.

The Re-plating of old goods is also carried on to a considerable extent, large and small orders for such work being daily received. The process renders the articles as good as new at considerably less than the original cost, and economical housekeepers and others avail themselves of the opportunity thus afforded for effecting a saving.

From four to six hands are kept busy in the workshop all the time, and the value of the goods that are turned out in the course of a year are considerable. The raw materials, which are imported, are greatly increased in value by the processes to which they are subjected, and the material wealth of the Province is thus increased by the keeping of money at home that would otherwise be sent abroad for the payment of foreign workmen.

Orders are constantly pouring in from country towns in the Province, and from Nova Scotia and Prince Edward Island, to which prompt attention is given.

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T. B. BUXTON, WINE MERCHANT,

25 Dock Street.

THIS house is among the oldest in St. John, having been founded by Mr. Thos. Parks in 1830. The building was swept away in the great Dock street fire in 1839, and was immediately reconstructed.

Mr. Thomas B. Buxton, after having been in the employment of Mr. Parks fourteen years, succeeded him in the business in 1860, and is one of the most popular Wine Merchants in the city.

The Wholesale Department enjoys a large city and country patronage, liquors being shipped to most of the country towns in the Province.

The bar is a favorite resort for thirsty merchants and others of the vicinity who want something stronger than cold water, and a few choice spirits may generally be found there.

The tables of many of the best people of the city are regularly supplied from this house, and no better proof could be given of the excellence of its goods.

Mr. Buxton imports nothing but good liquors, and keeps a full assortment of all kinds of Wines, Spirits, and Ales.

If people must indulge in stimulating beverages, and the majority do so indulge to a greater or less degree, they should take every precaution for the purpose of getting them as pure as possible, as nothing is more injurious to health than the home-made decoctions that are retailed by irresponsible persons as wine, brandy, whiskey, etc., etc.

Country liquor dealers who want to be sure of getting genuine goods without personally selecting them; grocers who want wines and liquors for their customers; and apothecaries and physicians who need a supply of spirits for medicinal purposes, may order of Mr. Buxton with the certainty of receiving as good articles in his line as are imported into the Province. This is saying a good deal, as the reputation of St. John wine and spirit importations stands deservedly high. American tourists unite in testifying to the excellence of the Martel and Cognac Brandies, Jamaica rum, Scotch and Irish Whiskies, and Port, Sherry and other Wines kept here, and generally supplement what they carry home with them by having supplies forwarded occasionally.

THOMAS FURLONG,
Wine Merchant and Direct Importer
—OF—
Old Brandies, Dublin Whiskies, Hollands, &c.,
Corner Water and Princess Streets.

Mr. FURLONG, a native of Dublin, Ireland, bred to the wine trade with his brother, as was their father before them. He came to St. John in 1850, and in a few weeks went to Philadelphia, whence he returned to St. John in 1857, and commenced business with a comparatively small stock, in Chubb's building, which he still occupies. The following year he commenced importing, having connections with the best Dublin houses. Prospering in his trade, in 1859 he visited Europe, for the express purpose of making a more general selection from the best shippers and producers. On this tour he made purchases in London, Dublin, Glasgow, and in most of the vine-growing districts of France. Three years later, he made a similar tour, which he extended to the German wine-growing districts. He has made a practice of visiting the old country every three years for this purpose and to keep himself abreast of the interests involved in his trade.

In 1865 he purchased the old premises on the corner of Water and Princess streets, and erected thereon, of granite and brick, the present substantial building of 25 ft front and 32 ft deep, four stories in height, all of which he occupies in his business, together with his old connected premises in Chubb's building, giving a cellarage extending from street to street, in which the choicest products of the vintage are stored, and acquiring an honored age. Besides these premises he has bonded warehouses in Water street and in the Customs buildings.

In connection with his down town business, Mr. Furlong has a branch establishment on the corner of Charlotte and Market streets, occupying one store of a block erected by him in 1871, for retail and family supplies. This block is 50x200 feet, of brick and mastic, of three high stories and one of the finest blocks in the city. A large billiard hall, rented to Mr. John Ross, occupies the second floor, and the third is finished into a fine hall and ante-rooms.

Mr. Furlong has devoted particular attention to a general family business, making it a *speciality* to deal *only* in the choicest grades of the several lines of his trade,—whether in the whiskey and ales of Ireland and Scotland, the brandies of France, and the delicacies of the vintages of Spain, France and Germany. He was the first in the trade to introduce the *finer* class of Sherries and Ports, such as the Amontillado and Vino de Pasto, old tawny and white Ports, etc. By carrying an enormous stock of these goods received from first shippers, and keeping them on hand for years before offering them, he is able to give his customers the fullest guarantee as to quality and age. His long experience and intelligence in his wares, have given his house its present high position which he desires to maintain and leave unimpaired to his successors.

THURGAR & RUSSELL, Wine, Spirit and Commission Business, 13 North Market Wharf.

—o—

THIS house was founded about sixty years ago by John Venner, and is the oldest in the city. John Venner Thurgar, who came from England and was Mr. Venner's clerk, succeeded him about fifty years ago, and retired in favor of the present proprietors in November, 1864. Mr. Thurgar, very early in life, became interested in the Volunteer movement and joined an Artillery corps as private, rising through all grades to the rank of Colonel, which he now holds in the Militia. He has given much time and money to keep the force up. He was President of the City Bank thirty or forty years ago, has been a Director of the Equitable and Marine Insurance Companies, and was for twenty-five years senior Director of the Bank of British North America. Mr. Thurgar passed through the commercial panics of fifty years with unbroken credit, his management of business being so judicious and successful that his position was never shaken. His place of business was burned down in 1837, and, although there was no insurance on building or stock, the structure was immediately rebuilt. The *Daily Globe*, on the occasion of Mr. Thurgar's retirement, said: "Mr. Thurgar, during his long mercantile career, always enjoyed the fullest confidence of the community, and of all with whom he had dealings, a confidence that was never misplaced. No man could retire from business with a cleaner record in every respect, and enjoying a greater amount of respect and esteem."

His son, Mr. J. Venner Thurgar, Jr., and Mr. John Russell, who was his book-keeper for twenty-one years, have succeeded him, and begun under most favorable auspices. It is their intention to increase their already large business. They are agents for Dunnville & Co's old Irish Whiskey, and keep a choice selection of wines and brandies, etc., which they sell at wholesale only. The prestige of the house, and their own reputation for honorable dealing, ensure them a large share of business.

Mr. Thurgar has, like his father, always taken an interest in the Volunteers. In 1861 he raised a company, the Royals, of which he was made Captain. When this and other companies were consolidated into the 62nd Battalion Capt. Thurgar was made Adjutant, which position he held when, during the excitement caused by the threatened Fenian invasion, he went into camp at St. Andrews for the defence of the frontier. He was next promoted to be Major, and, after the disbanding of the corps, was gazetted Lt. Colonel of the 3rd St. John Reserve Militia, which position he now holds.

J. N. WILSON,
General Merchant and Importer,
16 Nelson Street,

SOLE AGENT IN NEW BRUNSWICK AND PRINCE EDWARD ISLAND

For the Vine Growers' Company of Cognac, France; Mr. J. H. Henkes' Distillery,
 Deiftshaven, Holland; The Windsor Distillery of Walkerville, Ontario.

—o—

THIS house was founded in 1850 by Crane & Co., who carried on a heavy West India trade, Shipping, etc. In 1862 it became Crane & Gilchrist, and operated considerably in molasses, wines and spirits. Mr. Gilchrist died in 1867, and the firm then changed to Crane & Wilson & Co.—the Wilsons being Robert Wilson, who carried on a large business in the Bahamas, and his son, J. Newton Wilson, a native of Windsor, N. S. The firm then imported extensively, and did quite a business in discounting paper. In 1869 Robert Wilson removed to Council Bluffs, Iowa, devolving the chief management on his son, who, by the death of Mr. Crane in 1872, acquired entire control of a large and flourishing business—for the past two years carrying on one of the largest wholesale trades in liquors of any house in New Brunswick, and having very extensive dealings with the celebrated houses designated at the head of this notice, whose products have a standard reputation and widely extending sale.

The present proprietor went into business for himself over nine years ago at twenty-one years of age, in the firm of Taylor & Wilson, at North Wharf, and since then has led an active and successful mercantile career, adapting himself with remarkable readiness to the nature and details of the different lines of business to which he has been called, whether as salesman, financier or business man. Acknowledging his start to his father, he ascribes his success since to promptness, economical management, and close attention to his business.

He commenced seeing the world at an early age—going to sea at fourteen years of age—at eighteen becoming second mate of a full rigged brig—at nineteen a South Carolina coast-guard in the American civil war—at twenty captain of a Bahama yacht, in Government employ, and soon after clerk with Wilson & Besnard, at Nassau, N. P. During all these years he has had his eyes wide open, and has become so well informed that his contributions are welcomed by the periodical press. He edits and publishes a little sheet called *Wilson's Monthly Mercury*—a sprightly and entertaining vehicle of advertising and original and well-selected reading, alike creditable to his literary taste and his mental and business activity.

C. A. McCOSKERY,
Wines, Spirits, Groceries, and Commission Business,
No. 180 Prince William Street.

—O—

This house was founded by Mr. John McCoskery in 1840, on the west side of the street in which it is now located, and, after continuing there prosperously until 1848, was moved to the premises which it now occupies. Previous to the time of removal Mr. McCoskery purchased the large brick building, No. 180 Prince William street, of the late John Pollock. The building, like many others in the City, had been erected on a rock considerably above the grade of the street, and its new proprietor, with commendable energy and enterprise, dug out the ledge that was beneath it, so as to give the building an additional flat—a flat on the street level—thus greatly improving the appearance of the street and making the building available for mercantile purposes. It is this flat which is now used as the salesroom of the establishment.

Continuing to prosper at the new stand Mr. McCoskery soon purchased an adjoining ledge, which he cut down, and erected a fine building for a warehouse on the site. This building, after having been used for warehousing purposes a dozen years, was converted into a hotel in 1865, to meet the demand for increased accommodation for travellers, and is now known as the "Acadia Hotel."

Mr. McCoskery's business gradually assumed large proportions, and the house was the principal one in the trade for some years. The business was conducted cautiously and safely, and the credit of the proprietor was never tarnished by a failure to meet his engagements, an assignment, or a compromise with those having claims against him.

In 1873 Mr. McCoskery retired in favor of his son, Mr. C. A. McCoskery, who conducts the business on the same safe and politic principles that enabled its founder to weather so many financial storms and amass a competency. He learned the business with his father, but was a short time with W. D. Foster in the same business. Considering the time he has devoted to mastering its details thoroughly, and his desire to please his customers by courtesy and promptness, the present proprietor feels confident that he can retain the good will and satisfy the wants of all who favor him with their patronage. Cigars, Tobaccos, Groceries, Wines and Liquors are sold at Wholesale and Retail, and family business is made a specialty.

M. N. POWERS, UNDERTAKER, 33 PRINCESS STREET.

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MR. MARK N. POWERS was born in St. John in 1826. He learned the Cabinet making trade with John J. Hogan, after which he worked as a journeyman with Howard & Corbitt, Peter Drake, and Humbert & Brown. In 1846 Mr. Powers went into business for himself in Germain st., next to Trinity Church, in the building now occupied by Miss Stewart, as an Undertaker, being the first man in New Brunswick to make Undertaking a business of itself. After two years he moved two doors north, on the same street, to a building owned by the late Benj. Smith, Esq., and added Cabinet Making to Undertaking. In 1854 Mr. Powers abandoned Cabinet Making, and has devoted his whole time, skill and energies to Undertaking ever since. In 1859 the establishment was removed to No. 86 Charlotte st., one door north of Horsfield st., where it was conducted until 1870, when it was removed to the premises now occupied.

The experiment made by Mr. Powers was so successful that the Cabinet Makers were forced to abandon the Undertaking business after a time. Rivals have started up in his wake, of course, but he has always had and still retains the largest share of the business in the city. But not in St. John alone have the professional services of Mr. Powers been in demand, as he has conducted funerals at Fredericton, Woodstock, St. Andrews, St. Stephen, Hampton, Sussex, Dorchester, Moncton, Digby, and other country towns of New Brunswick and Nova Scotia, and furnished coffins, etc., for Chatham and many other places in the Maritime Provinces.

In September, 1871, when James Renforth, the World's Champion oarsman, died on the banks of the Kennebecasis after a violent and unsuccessful attempt on the part of himself and his companions to outrow the Paris Crew of St. John, his remains were entrusted to the care of Mr. Powers, by whom they were prepared for shipment to England and placed on board the steamship at Halifax. At Newcastle-on-Tyne the body was found in so good a state of preservation, and everything had been attended to so entirely satisfactory to Renforth's host of friends, that Mr. Powers was warmly commended by English newspapers for his care and skill.

The first Glass Hearse introduced into St. John was owned by Mr. Powers, who has always taken the lead in matters relating to his specialty. He manufactures and keeps in stock Coffins and Caskets of all kinds—Mahogany, Walnut, Round, Cloth, Lead, Zinc, etc., and supplies everything required at funerals on the shortest notice.

JOHN E. HUGHES,

General Agent and Commission Merchant, Forwarding and Custom House Broker,
Smith's Building, - - Prince William Street.

—o—

MR. HUGHES was born in Liverpool, England, and came to this Province in 1854. In 1858 he went to Nova Scotia, and did business there until 1863, when he returned to St. John and became a clerk with Mr. Adam Young.

In June, 1870, Mr. Hughes commenced business as a General Agent, Commission Merchant, and Custom House Broker, and has successfully conducted these branches until the present time.

One of the most important establishments with which Mr. Hughes is connected is R. Forsyth's Canada Marble Works, of Montreal, of which he became Agent in the Spring of 1871. This is one of the largest marble manufacturing concerns in the Dominion, and its productions are unrivalled for quality, design and finish. White and veined Italian Marble Mantels, and Slate Mantels marbleized in perfect imitation of the rarest and most beautiful specimens are received from Montreal in large consignments, and find a ready sale. They are of all sizes and styles. Many of the Marble Mantels exhibit excellent specimens of the sculptor's art. Mantels, plain and cheap, and ornamental, massive and costly, are always in stock in various patterns and styles of finish, costing from \$50 to \$1,000. Mantels, Table Tops, Floor Tilings, Marble Altars, Baptizmal Fonts, Italian Sculpture Figures, are furnished to order of any design and size required. Grates of elegant design and finish are furnished with the Mantels. In addition to Mantels, Mr. Hughes receives Table Tops, Monuments, Fountains, and every other kind of Marble manufacture, from Forsyth's Works, selling them in St. John so low as to successfully compete with importers and home manufacturers. The show rooms are well worth a visit, and no one who is about to furnish a house should omit to call and see the Mantels, Mirrors, etc., on exhibition.

Mr. Hughes is Agent for M. D. Baldwin, Hop Grower, Brantford, Ont., and sells large quantities of pressed and bale Hops to the trade.

Custom House business receives prompt and careful attention when entrusted to Mr. Hughes.

Consignments of goods of all kinds are received, disposed of to the best advantage, and returns promptly made.

Mr. Hughes is open to receive other agencies, especially in the line of manufactures, and may be entrusted with them in the certainty that he will push the interests of his principals in an intelligent and energetic manner.

D. E. DUNHAM,
ARCHITECT AND DESIGNER OF ALL CLASSES OF
Public and Private Buildings and Landscape Gardening
BARAD'S BUILDING, 106 PRINCE WILLIAM STREET.

Mr. DUNHAM is a native of Hamstead, Queen's County. He went to work with a builder when he was a boy, spending his leisure hours in the study of Architecture, and thus early acquired a practical and theoretical acquaintance with the business in which he has been so successful. After spending a short time in Woodstock, where he erected several fine buildings, Mr. Dunham came to St. John in 1863, and discontinued building in 1869. Since coming to this city he has designed and superintended the erection of buildings costing about \$600,000, among which are the following:

BRICK BUILDINGS.—Crown Church, corner Wellington Row and Carleton street, \$20,000; New Maritime Bank, Market Square, \$60,000; Dr. Addy's, Union street, \$10,000; J. A. Kaye's, Germain street, near Country Market, \$9,000; T. H. Hall's, corner King and Germain streets, \$6,000; James Miller's, corner Germain and Britain streets, \$7,000; D. J. McLaughlin's, corner Germain and Princess streets, \$8,000; W. W. Turnbull's, corner Water street and Tilton's Alley, 180 feet long, \$12,000; Crawford's Block, King Square, \$15,000; Continental Hotel, King Square, \$15,000; Wiggins Male Orphan Institution (excepting outer walls), St. James street, \$40,000; Frank Tufts', Queen Square, \$7,000; T. B. Hanington's, corner Elliot Row and Crown street, \$7,000; New Wing of Alms House, Courtenay Bay, \$10,000; Alex. Stewart's, Germain street, \$12,000; Edw. McDonald's, \$8,000; Jas. Watson's, Portland, \$10,000.

WOODEN BUILDINGS.—W. W. Turnbull's, Elliot Row, \$6,000; J. H. Harding's, corner Germain and Queen streets, \$8,000; Orange Terrace, comprising ten dwellings, corner Orange and Pitt streets, \$30,000; Chas. Patton's, King street East, \$7,000; John McGourty's, corner Elliot Row and Pitt street, \$8,000; Samuel Crothers' (two), Waterloo street, \$9,000; Dr. Hamilton's, corner Coburg and Union streets, \$4,000; Centenary Church Improvement, corner Wentworth and Princess sts., \$12,000; T. P. Trueman's, corner Stanley and Wright streets, Portland, \$5,000; Thomas Hilyard's, Portland, \$6,000; Baptist Parsonage, Portland, \$5,000; John A. Chesley's, Portland, \$5,000; Alonza Chesley's, Portland, \$4,000; J. H. Valpey's, Carleton, \$10,000; Masonic Hall, Carleton, \$8,000; Catholic School, Carleton, \$6,000; T. Shaw's, Vanceboro, Me., \$16,000; St. Luke's Church, Portland, \$20,000.

Mr. Dunham's thorough practical knowledge of Constructive Architecture in all its details of Carpentering, Masonry, Painting, Heating, Ventilation, Plumbing, etc., etc., enables him to furnish designs and reliable estimates to suit any proposed outlay in building. He gives special attention to economy in preparing specifications, designs and estimates, enabling parties proposing to build to secure the best at the least possible cost. Any architect may make a building beautiful by costly ornamentation, but Mr. Dunham secures beauty without much expense, as he knows the cost of every ornament he designs. Durability, beauty and economy are the principles on which he works, and the buildings he has erected show that he succeeds in an eminent degree in combining them.

C. G. BERRYMAN,

IMPORTER OF

General Hardware and Carriage Stock,
No. 12 Charlotte Street, - - - - - St. John, N. B.

—O—

Mr. BERRYMAN belongs to St. John, and has had an experience in the Hardware business extending over a period of 23 years.

In April, 1852, he went into the store of W. H. Adams as clerk, and remained there until the Spring of 1858. He then bought out the business and leased the store of C. C. Macdonald, No. 11 King street, and commenced the Hardware business, with W. H. Olive and W. H. Adams as partners, under the style of Berryman & Olive.

In the Fall of 1862 he retired from this firm, and the following Spring started out alone, taking the new brick store just built on Barlow's Corner, No. 5 King street, which he occupied for the next eleven years, and succeeded by close attention and judicious advertising in building up a profitable and extensive business.

Finding that business was extending up King street and along Charlotte street, and that it would probably centre around the new Market Buildings about being built, he took a lease of one of the stores in Jack's new building, No. 12 Charlotte street, with every prospect of having his anticipations realized.

The country trade has been steadily growing in importance for many years, and Mr. Berryman's establishment is in the most convenient situation for customers who come to town with teams, or by the Intercolonial Railway, being but a step from the Country Market, and directly on the route by which the great majority of country people reach it. It is also admirably situated for city trade, being nearly in the centre of the town. The store is of convenient size, and is well adapted in every respect for showing goods in such a manner that customers may readily select what they require.

In addition to his store in Charlotte street, he occupies McCullough's Brick Warehouse, on Market Square, for the storage of heavy and bulky goods.

Mr. Berryman makes a specialty of Builders' Hardware and Carriage Stock, keeping a full line of both, although his assortment of General Hardware is as full as that of any House in the trade.

He imports direct, buys close, and is able to give special bargains to Wholesale and Retail Buyers for cash.

His trade extends through New Brunswick, Nova Scotia, and Prince Edward Island, and his name is well known through his long continued and liberal system of advertising.

W. H. OLIVE,
CUSTOM HOUSE BROKER,
Forwarding, Commission, Railroad & Steamboat Agent,

—AGENT FOR—

Watrous Engine Works Co. and Leffell's Double Turbine Water Wheels.

OFFICE,—130 PRINCE WILLIAM STREET.

—o—

Mr. OLIVE was born in St. John. At the age of 21 he began a Hardware business. In 1868, owing to losses sustained, he closed his store, and started his present business. During the last four years he has sold upwards of \$300,000 worth of machinery for the Watrous Engine Works Co. of Brantford, Ont., whose manufactures enjoy a high reputation in these markets. He is Agent for the Fire Extinguishers Manufacturing Co. of Toronto; for Leffell's Double Turbine Water Wheels, which are not surpassed by any wheel ever invented; and for all kinds of Wood and Iron Working Machinery. He also carries on a brisk Custom House and Forwarding business, and receives large consignments from the leading houses of Quebec and Ontario. In addition to the above, Mr. Olive has a General Ticket Agency, where tickets may be procured for all parts of the world, and any desired information about routes, etc., obtained. He is Ticket Agent for the Intercolonial Railway, and his office is a great accommodation for those who have to travel over that road, one of the best equipped and most carefully managed roads in the world. Olive's St. John Baggage Express is an original idea with him, and grows in popularity every day, nobody bothering with baggage after once experiencing the relief this institution affords.

The Boston *American Canadian* says, in an article on St. John:—"Those who are acquainted in that city know that Mr. W. H. Olive is just the man to prove your friend at a pinch. * * * His agents on the various trains, or steamboats, will take charge of the baggage and the persons of travellers, post them up in all matters required, and deliver them safely and considerately,—for no other fee than a cheap expressage on the luggage. Goods shipped to or through St. John can also be consigned to him, and any business connected with them, especially that at the Custom House, carefully attended to. * * * Mr. Olive is in every way a reliable man,—attending to his own business, which is a large one,—and accessible to all, irrespective of fees and profits. * * * Do not fail to enlist his services if you need help in his line."

MISPECK MILLS, Manufactory of Cotton and Woollen Yarns, Acalus L. Palmer, Esq., M. P., Proprietor, OFFICE AND WAREHOUSE, REED'S BUILDING, WATER STREET.

—O—

THE Mispeck Mills, formerly owned by the Saint John Manufacturing Company, and sold by them in November, 1870, to A. L. Palmer, Esq., the present proprietor, are situated at the mouth of the Mispeck River, on the Bay Shore, some eight or nine miles to the eastward of the city.

The water power furnished by the Mispeck, is the finest in this part of the Province; and the situation of the Mills among the lofty hills of that section, is extremely picturesque.

This establishment was originally a woollen factory, and quite a business in the manufacture of Flannels and Homespun was carried on for a time by the Company, who subsequently introduced some Cotton machinery, which, however, was operated only to a very small extent by them.

When the Mills came into possession of the present owner, the whole establishment was placed under the supervision of Mr. James L. Woodworth, as agent and Business Manager, a position he still occupies.

Finding, after a trial of a year or so that the manufacture of woollen goods could not be profitably pursued, that department of manufacture was abandoned for the time being, and, with a considerable addition to the machinery in the Cotton department, attention was given wholly to the manufacture of Cotton Yarn; by producing a first-class article, and by steady perseverance in its introduction throughout the country, the character of the Mispeck Cotton Warp has attained the very highest position throughout the Maritime Provinces.

In order to utilize a portion of the woollen machinery, Mr. Woodworth has for some time past given his attention to the subject of manufacturing Knitting Yarns, and has succeeded in producing not only a variety of superior 3 and 4 ply Yarns adapted to general purposes, but also a material in imitation of the celebrated "Scotch Fingering," possessing all the best qualities of the imported article, with the additional merit of being far more durable.

The best native wool is used in the manufacture of these Yarns, and as they can be sold at lower prices than similar goods can be imported for, there is no doubt but this branch of the business will soon become a very important one.

BUSINESS PROSPECTS AND POSSIBILITIES OF ST. JOHN.

Hitherto we have spoken of St. John merely as it has been and as it is, and have said nothing of what it is likely to be in the future. Yet no one who is well acquainted with its position and resources can doubt that St. John has a brilliant future in store for it, or that it is destined to grow to be a city of large dimensions. It may be worth while to state briefly some of the advantages which St. John possesses, as regards position and the results that are likely to flow from them.

The first and most obvious advantage of position that St. John possesses is its situation at the mouth of a large navigable river. The St. John River is about 500 miles in length and drains about 30,000 square miles of territory. Its tributaries are numerous, and many of them are large and navigable for considerable distances. The main river itself is navigable for large steamers, 90 miles to Fredericton, and for stern wheeled steamboats as far as Grand Falls, 230 miles from its mouth. Above the Falls it is also fit for steamboat navigation for a long distance, and the St. John may be described as a huge main artery with many tributaries, bearing its wealth to its seaboard city, the port of St. John.

LUMBERING AND AGRICULTURE.

The country through which the river St. John and its tributaries flow, originally was, and, to a large extent still is, a magnificently timbered region and the main business of the people living on its banks was, for a long time, the cutting and exportation of lumber. That business still continues in full vigor and grows in extent from year to year, and, although no longer the sole industry, is still the principal one, and is likely to continue to occupy this position for many years. The great timber resources of New Brunswick would have been of comparatively little value but for the ample rivers which enabled its wealth of lumber to be borne to the sea, and the city of St. John lying at the point of shipment of this vast lumber region could not fail to become a town of large dimensions, and must continue to grow with the growth of the lumber trade on the River or any other industry which may hereafter take its place. That this lumber trade on the St. John will continue to flourish longer than many persons predict, there is no doubt, but it is not possible that it should always continue, except to a limited extent and under carefully prepared regulations as to the preservation of forests. It is, however, fortunate that New Brunswick can find a good substitute for its lumber in its

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agricultural resources. That these are very ample and valuable, has been shown by those well able to speak of them. The fine intervalle lands of the St. John are unrivalled for their production of hay, and are a never-failing spring of wealth to their possessors. The uplands, though of varying quality, are in general admirably adapted to the growth of grain and root crops, and much of them are unsurpassed in these respects by any lands in the eastern parts of America. That New Brunswick, when somewhat weaned from the lumber trade, will eventually be filled up with a large agricultural population, no one can doubt who knows the character of the lands of this Province and the easy terms on which they can be obtained. A settler in New Brunswick lives on the very threshold of civilization, within easy reach of the great markets of the world. Whatever he produces he can sell to good advantage, and if his returns are not as great as those of his brother of the Western prairies, his comforts and advantages are much greater and he does not require to burn his grain for fuel, for lack of wood, or of an accessible market. Careful cultivation and proper attention will yet make New Brunswick as fine an agricultural country as the lowlands of Scotland, which it equals in soil and far excels in climate. When that day arrives, St. John as its principal entrepot and port of shipment, will have grown to five-fold its present size. No rival can ever compete with it, for the trade of New Brunswick, and the inevitable law of gravitation which operates in commerce as in nature, must always tend to augment the trade of St. John, for trade always naturally seeks the larger market.

MINERAL WEALTH.

Agriculture is, however, but one of the resources of New Brunswick, and, although a highly important one, must be content to share with others the honor of being the foundation of its future prosperity. The mineral wealth of the Province is very great, and both coal and iron are abundant. With regard to coal, the only beds worked at present are those of Grand Lake, but that is rather by reason of the proximity of other and thicker coal beds in Nova Scotia. It has been abundantly proved that a very large proportion of the area of the Province consists of coal formations, and, although the seams are not thick, they have the advantage of being near the surface and are easily worked. There can be no question that the mining of coal must in time become a very extensive industry. Careful calculations made by Prof. Bailey and other geologists, place the amount of coal available in this Province at a very high figure, and no doubt one reason why so few beds have been worked is the fact that so much of the country is covered by forests. As it is, new beds are continually being discovered, some of them being extensive and valuable. The iron

found in New Brunswick is of the very finest quality, and our iron deposits in time become a great source of wealth. The fact that they are not now productive, need discourage no one, and furnishes no indication whatever of what they will be in the future. The iron is there and the material wherewith to smelt it, and it is of such a quality as to command the very highest price. It is clear therefore that they must become extremely valuable.

Among the other minerals found in New Brunswick we may mention antimony, manganese, silver, lead, plumbago and albertite, some of which are now worked with profit, and all of which must eventually prove valuable adjuncts to the industries of the Province. When its mineral wealth is fully developed and its numerous mines brought into successful operation St. John will not fail to feel the stimulating effects of the general prosperity and increase of wealth all over the Province.

MANUFACTURES.

As a manufacturing city St. John already takes a respectable position, as has been already shown in the foregoing pages, but what St. John is now in that regard can only be taken as a slight earnest of its future position with respect to manufactures. Now it manufactures mainly for a local and limited market, and necessarily so, but that will not always be the case, and the time will come when St. John will be the greatest manufacturing city in Canada. This may seem a bold prophecy, but any one who examines into the matter will presently be convinced of its truth. The main elements which go to make up a successful manufacturing town are, cheapness of fuel for the movement of machinery, cheap and easy means of transit for the bringing of raw material, similar facilities for the distribution of manufactured goods, and cheap labor. We say nothing of capital or skill, which are both necessary for the successful carrying on of manufactures, for skill can be purchased and transplanted and capital will go wherever it can be used to the best advantage. The matter of cheap labor may also be summarily dismissed, for although labor in St. John cannot be truly called cheap, it does not differ materially in that respect from other towns in Canada. Cheap fuel, however, we have beyond any other city in Canada. Our own coal mines and those of Nova Scotia furnish us with an abundant supply of fuel at a low rate and at all times accessible. No city in the Upper Provinces can ever compete with us in this particular. The sea, also, while it gives us the cheapest and readiest means of bringing fuel to our factories is equally available for the carriage of raw material. On this broad and universal highway whatever we want can be brought to us with the greatest facility and the greatest despatch, whether it be

cotton from the South, sugar from the West Indies, or the products of eastern climes. Our unrivalled position on the seaboard, within easy reach of all countries that can be approached by water, gives us an enormous advantage with respect to manufacturing. The only remaining element which remains to be discussed, the possession of facilities for the distribution of manufactured goods, we do not yet possess in as ample degree as is desirable, and this alone has retarded our manufacturing industries. But our position in this respect is rapidly improving and in a very few years will be such as to leave nothing more to be desired, for St. John is rapidly becoming a great railway centre and adding yearly to the extent of country which must become tributary to it. It is considerably less than twenty years ago since the first locomotive was seen in St. John, and it is only about fifteen years since the line to Shediac was opened for traffic. Yet already we have railway communication with Halifax, Pictou, Fredericton, Woodstock, St. Andrews, St. Stephen, Bangor, Boston, and every other town of any size in the United States. We are now able to reach Montreal and Quebec via the European and North American Railway and the Grand Trunk, and this year we will be able to reach these cities and likewise Miramichi, Bathurst, Dalhousie and Campbelltown by the Intercolonial. Nor is this all. By the Lake Megantic Railroad which is now under construction, St. John will be brought within 440 miles of Montreal and 773 of Toronto. This will give us, what we mainly want at present, swift and ready means of access to the great cities of the Upper Provinces and the large centres of population. When we have that, as we soon will have, there will be no reason why St. John should not manufacture more largely than any other town in Canada and send the products of her looms, her foundries and her workshops all through that great western country from which we have hitherto been cut off by natural barriers. We shall indulge in no vain boasts, but those who live to see St. John ten years hence will see such an increase of manufactures as we can now scarcely conceive possible, and which would not be possible but for the splendid means of communication with the rest of Canada which it will then possess.

THE WINTER PORT OF CANADA.

And this brings us to another consideration with regard to the future of St. John. When this short railroad communication between Montreal and St. John is established, this must become the great winter port for all Canada. St. John is the only port north of Cape Hatteras that is never encumbered with ice. It is nearer than any other winter Canadian port to the commercial cities of the Upper Provinces, and it has the most admirable facilities for the construc-

tion of docks, both wet and dry, and for the handling of large quantities of goods. It only needs that these facilities should be made use of, and that docks and warehouses should be constructed in anticipation of the wants of the future, to make St. John the entreport and point of export in winter of the bulk of the trade of Canada, a trade which has already reached immense proportions and which is increasing with portentous rapidity. When St. John attains this, the position to which it is entitled by virtue of its local situation and its advantages, who shall put any limits on its growth or name the point at which its progressive march must be stayed? It will then be truly and without exaggeration, what it has been sometimes called, "the Liverpool of British North America."

THE INTERCOLONIAL.

It has already been stated that the circle of country tributary to St. John is widening year by year. Every mile that the New Brunswick Railway advances towards Riviere du Loup, every branch that is built to the main trunk lines, every new settlement road that is made through the wilderness adds to the wealth and importance of St. John. By the construction of the Intercolonial Railway a vast extent of hitherto undeveloped country has been opened up, second in fertility and natural resources to no other in New Brunswick, which must eventually become populous, and the trade of which will fall to St. John. This Intercolonial Railway will in fact be like another river bringing down fresh streams of natural wealth from a district of country hitherto unopened and almost unknown. And of all this St. John will reap the benefit.

DOCKS—WET AND DRY.

There is one natural feature in which St. John bears a strong resemblance to Liverpool, and that is with respect to its tides, which at both ports rise and fall about 28 feet. This circumstance, while it is a serious drawback so long as the system of loading vessels at wharves is persevered in, is an enormous advantage where docks are used. There is no doubt that, at an early day, the construction of docks will be commenced in St. John, and when this port is provided with docks its expenses to vessels will be greatly lessened and consequently its advantages for trade much increased. Indeed the use of wharves would have become an intolerable nuisance, and would have been long since abandoned in St. John, but for the fact that large vessels taking in cargoes of lumber are usually loaded from woodboats or scows, which, like the vessels themselves, rise and fall with the tide. But in unloading vessels, especially ocean steamers where haste is demanded, the greatest inconvenience and great cost are incurred,

owing to the extreme rise and fall of the tide, and the people of St. John will shortly be driven to erect docks, nature thus compelling them to adopt a plan of dealing with vessels which in the end will make it impossible for any other Canadian port to compete with St. John in point of safety, cheapness and despatch. Wet docks should be built first, but dry docks should follow and, when they are constructed, there will be no reason why the great bulk of the vessels which require to be overhauled, east of New York, should not come here to repair.

A first-class dry dock at St. John would even bring many of Her Majesty's ships to it, instead of going to Bermuda to repair as they have to do now, for want of any dry dock at Halifax. Of course all these things would keep large numbers of men employed, would increase the population of the city and its prosperity as well.

BAIE VERTE CANAL.

There is one public work which has been already referred to in this volume which, when completed, must exercise a great influence on the future prosperity of St. John; we mean the Baie Verte Canal. Although a Nova Scotia cabal has succeeded in postponing this great work for a time, it is quite out of the power of any party or any clique to delay its construction long, for it is a work to which Nature has pointed the way and which the commercial necessities of the Dominion imperatively demand should be built. When it is completed its effect on the trade of St. John will be great and startling. Already the whole Bay of Fundy portion of Nova Scotia trades with St. John to the neglect of Halifax; the Baie Verte Canal will bring the whole trade of the lower ports of the Gulf of St. Lawrence to St. John also. Prince Edward Island and the Gulf ports of Nova Scotia will come to St. John to buy and sell and no longer tempt the dangers of the Atlantic coast of Nova Scotia to reach Halifax. Hence the blind hatred and terror with which the Baie Verte Canal scheme is regarded in that city, and the frantic efforts that have been made and will yet be made to prevent its consummation, efforts which, however, the commercial needs of the Dominion will render entirely futile. The Baie Verte Canal will make St. John likewise the depot of the West India trade now monopolized by Halifax. It will give this port communication by means of steamers with the great ports of the Upper Provinces, it will render possible the idea of a Canadian line of steamers to the West Indies, it will, in short, completely revolutionize certain lines of trade, and by opening up the vast Gulf region, hitherto in a manner dead, it will create new trade routes which will mainly centre in St. John. The day when the Baie Verte Canal is completed will be a great one for Canada, and for St. John above all the other cities of

Canada, for it will do for it all and more than all that the Erie has done for New York, and its people must be, when that day comes, ready to go forward with vigor in the new paths opened out to them, and to make this great national work, what it cannot fail eventually to become, an immense commercial success and a blessing to the whole Dominion of Canada.

SHIPPING TRADE.

It is scarcely possible to consider the future of St. John, without bestowing some attention on the probable future development of its shipping trade. Already the amount of shipping registered and owned in St. John is enormous. It is the fourth port of the British Empire in point of tonnage. St. John now owns a fleet three times as great and three times as costly as "that Great Fleet invincible," which, against our Mother Land, "bore in vain the richest spoils of Mexico, the stoutest hearts in Spain," and which it taxed the united energies of Spain, Portugal and Italy to complete. St. John has always twelve million dollars worth of vessels on the sea. This is the result of a people who are able to build wooden ships cheaply and well, resolving to build and run them on their own account and reap the profit. That this is a healthy and profitable trade has been abundantly proved by recent events. The depression of business in Europe and America has affected shipping as much as it has ever been affected in any year in which there was not an actual commercial crash and financial panic. Yet our large vessels have gone on doing a fair business, making less, of course, than in prosperous times, but still holding their own. And the reason is obvious, the world is wide, and our ships are on every sea. Trade may be much depressed in one country, and still tolerably active in another. Ship-owning, therefore, is a safe business, if conducted by men who are possessed of prudence and of sufficient capital, and St. John will, we doubt not, continue to embark in it more largely year by year as the means of its people increase, so that it is difficult to predict to what proportions the shipping of St. John may grow. But it is an element of St. John's future wealth and prosperity which is worth taking into account, for the increase and development of shipowning in St. John during recent years has certainly been marvellous.

THE GRAND SOUTHERN RAILWAY.

We have already spoken of the increase of railways in New Brunswick in a general way, and of the large tracts of country they were opening up to the future enrichment of St. John. We do not anticipate for some years any great increase in our railway mileage after the roads, now under construction, are finished, except in one instance,

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which will be referred to presently. When our lines, now under construction, are completed, we in New Brunswick shall be better provided with railways than any other portion of America in proportion to our population. It is prudent, therefore, to rest and allow trade to establish itself in existing routes before opening up fresh ones, which may not at first prove profitable, and which may in the end react with bad effect, by discouraging meritorious enterprises. The Grand Southern Railway, now under survey, should, however, be an exception to this general proposition, and it is referred to here particularly because it is likely to have an important bearing on the future of St. John. When completed, it will bring us some 50 or 60 miles nearer Boston and New York by rail than we are now, and that circumstance must become a most important factor in our trade relations with those cities. It will likewise be the means of opening up a large tract in St. John and Charlotte Counties, which is believed to be rich in mineral wealth and to be worthy the attention of capitalists. Equally important is the fact that it will bring us within four hours by rail of St. Stephen and Calais, the rising cities of the St. Croix and the future centres of large populations. The construction of this railway is, therefore, a matter of the very highest importance.

ENTERPRISE OF ITS BUSINESS MEN.

All the natural advantages of St. John and all that art has done for the place would, however, be of comparatively small value but for the industry and enterprise of its people. Among its business men indolence and timidity find no place. They are ever ready to take advantage of their honest trade opportunities, to extend their business by all fair means and to compete with other places where business men are inapt or insensible of their advantages. The men of St. John have a natural and becoming pride in the growth of their city, and while each individual strives for himself, he justly regards the result of his labor as conducing to the general prosperity of the whole community to which he belongs. St. John until of recent years has never been a rich city, and want of capital has retarded it, but this difficulty is passing away. As its wealth increases the circle of its enterprises will widen, as it grows in capital it will grow also in ambition and, with a succession of such hard working and enterprising business men as it now possesses, that power does not exist that can keep St. John back or prevent it from becoming, in the course of years, a great, wealthy and populous city.

LITERARY AND SCIENTIFIC CULTURE.

This very devotion to business, which has been of such advantage to St. John in its general prosperity, has operated injuriously in another

way. It has stifled all societies for literary culture, and all attempts to improve the æsthetic tastes of the people. St. John is so full of busy workers that almost every thing else but trade is neglected. There is no free public library in St. John and no public library of any kind worthy of the name. It would be impossible to find anywhere a city which offered fewer advantages for a literary or scientific worker than St. John or one in which the results of his labours would be likely to be less appreciated. In these respects there is great room for improvement, and doubtless a few years will witness a great change. As capital becomes more abundant the time will come when the business of St. John will not be content to remain mere drudges, toiling from morning to night at the desk, to the neglect, not only of Science and Literature but even of their social relations and of their own families, so that when they become easy in circumstances and able to retire from business, their habits have become fixed and they have no taste for anything but work. They have toiled long years to win wealth and leisure and these when gained yield them nothing but *ennui* and discontent.

A VISION OF THE FUTURE.

And when the day arrives in which the people of St. John, without being weaned from a proper attention to business, will find time to attend to those matters which enrich the mind and please the eye, they will look about them and see how highly their city has been favored by nature in the matter of site, for health for beauty and for picturesque effect. Not Rome, the city of the seven hills, nor the far-famed capital of Attica was more regally enthroned than St. John. (And by St. John we mean, not the mere city limits, but the adjacent districts which must eventually be united under one municipal government). Lying between two great rivers, it forms a territory abounding in beautiful lakes and pleasant brooks, picturesque hills and delightful valleys. It is fanned by health giving breezes from ocean and river, and on its margin is one of the most delightful inland yachting waters in the world. Here then is the site of the future city of St. John, a city which will be as beautiful and enlightened as it is prosperous and wealthy. A city where literary and scientific institutions shall flourish, and a free public library place the richest stores of knowledge within the reach of all; where pleasant parks shall be provided for the public recreation and Botanic gardens for the student and the admirer of flowers; where legitimate sports and pastimes will be encouraged to vary the weary monotony of toil. Such we hope to see the St. John of the future, and such it must eventually become, great in commerce, in manufactures and in wealth, and attractive in all respects as well.

H. CHUBB & Co.,
PRINTERS AND STATIONERS,
Chubb's Corner, St. John, N. B.

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THE founder of this firm, whose history is coeval with the earliest enterprises of the city, was Henry Chubb, Esq., who was born in this city, his father having landed here with the Loyalists. Mr. Chubb, when a boy, was apprenticed to Mr. Jacob Mott, the King's Printer, and at a very early age—long before his term of apprenticeship had expired—conducted the work of the printing office for Mrs. Mott, who carried on the business after the death of her husband.

In 1811, Mr. Chubb commenced, on his own account, the publication of *The New Brunswick Courier*, a weekly issue, which was regularly and uninterruptedly continued by himself and successors until 1865.

In 1842, he took in partnership Samuel Seeds, who was brought up in the business by him, and his eldest son, Henry J. Chubb. Henry J. Chubb having died in 1846, the business was continued by the surviving partners until the spring of 1855, when Mr. Chubb died, leaving his share of the business to his partner, Samuel Seeds, and his sons, Thomas Chubb and George James Chubb. Mr. Seeds retiring from the firm in 1863, Thomas and G. J. Chubb continued together until 1865, when G. J. Chubb bought out his brother's interest and became sole proprietor, which he now is, retaining still the old style and title of H. Chubb & Co.

Chubb's Corner—the north-west corner of Prince William streets—is, undoubtedly, the best known locality in the business section of the city, and has for a great many years been the chosen place for auction sales of ships and real estate, more particularly for those that have taken place by virtue of legal process. The new Post Office, adjoining which is the Bank of New Brunswick, occupies the south-west corner of Prince William and Princess streets, and the City Hall stands on the south-east corner. The Ferry Landing is but a step distant, and most of the travel to and from Carleton and the West passes Chubb's.

The Banking and Exchange department of the business, more than any other, is benefited by the particularly central location, as departing and arriving travellers find it more convenient to sell or buy greenbacks and gold at Chubb's than elsewhere. The reputation of the house has been spread abroad by almost everybody who ever

visited St. John, and travellers naturally ask for Chubb's Corner when they require to effect monetary exchanges. This branch of the business has always been large since its establishment, and must continue to be so as long as Canada and the United States use two kinds of currency.

The book and stationary department contains one of the largest stocks of school books, blank books, paper, envelopes, pens, etc., etc., in the city, including goods of every quality, style and price known to the trade. The business, both wholesale and retail, which is done in these lines is very large, and, as the goods are imported direct from the manufacturers in very large quantities, the prices are as low as can be offered by any competitor.

A large share of the Book and Job Printing of the Province is done at this establishment. With book, newspaper, general jobbing and card presses, driven by steam, a great variety of metal and wood type, and all the other plant requisite in a Printing house, Messrs. Chubb & Co. are able to fill orders for the printing of Pamphlets, Time Tables, Legal Forms, Show Bills, Business and Visiting Cards, Bill Heads, Posters, Circulars, etc., without delay and in the most satisfactory manner. Two or three periodicals are printed here, and a vast amount of job work is done. As the plant is frequently renewed, and none but competent printers are employed, the execution of the work is highly satisfactory to patrons. Agents for Circusses, Concert Troupes, etc., will find it to their advantage to order their printing of this house, and country dealers may send for anything they or their customers require in the printing line with the certainty of being satisfied with the character of the work and the amount of the charge.

An extensive Jobbing Business is done in Fancy Goods, especially in Holiday lines, and a great variety is regularly dealt in at wholesale and retail.

Fishing Tackle has long been a specialty of the house, the most approved kinds of lines, reels, rods, flies and nets being kept on hand for the benefit of the sportsmen who whip the lakes and streams in the vicinity of the city for trout, or visit the North Shore Rivers for salmon. A large percentage of the many Americans who visit New Brunswick annually for angling purposes get their fishing tackle at Chubb's, and recommend the friends who follow in their footsteps to do likewise.

The Bindery is conducted by a workman of superior skill and taste, who gained a thorough knowledge of the niceties of the art in the United States. His work is substantial in character, neat in design, and finished in every detail. Large or small orders for costly or cheap bindings are attended to as quickly as possible, and satisfaction guaranteed.

L. H. DeVEBER & SONS,
Wholesale Dry Goods and Groceries,
No. 47 Prince William St. and No. 24 Water St.

L. H. DeVEBER, Esq., the founder of this house, was born in Burton, Sunbury County, July 12, 1790, and came to St. John in 1807—at the age of seventeen—to seek his fortune, just as hosts of country boys leave their fathers' farms every year and enter on the race for wealth or the struggle for existence in the centres of commercial activity. Boys from the farm, vigorous with the strength gained by an out-of-door life in the pure atmosphere of the country, free from habits of dissipation and extravagant tastes, eager to gain wealth and reputation, make the most successful merchants and the ablest professional men of every large city, and the youthful DeVeber, who came to St. John in 1807, was destined to become a striking example of this fact.

St. John, in the first decade of the century, was not of much importance in comparison with the St. John of to-day, although it was of as much importance then as now in comparison with the rest of the Province. The city was only twenty-one years old when Mr. DeVeber came to it, and, although those years had been seasons of rapid growth and vigorous enterprise, its trade was small, its shipping insignificant, and its capital limited. There was no steam communication in those days between St. John and the United States, between St. John and Halifax, nor between St. John and the towns and villages of the interior. Goods were procured at infrequent and uncertain times by sailing vessels, shipments were made without the aid of an Atlantic Cable in ascertaining the state of the distant markets, and business was done in the dark in comparison with the present system of conducting commercial operations with the aid of telegraphic advices and steam communication by land and water. In those days it required greater foresight in launching enterprises or entering on speculations, and greater patience in waiting for results, than at present, and the man who entered commercial life found no beaten path ready for him to tread.

Mr. DeVeber, having the rare combination of qualities that were necessary for success in the hazardous walks of the commerce of that time, soon entered on a prosperous business career.

After learning the details of trade while acting as clerk for James Codner, whose place of business was on the old Coffee House Corner, Mr. DeVeber associated himself with Richard Sands, the firm name

being Richard Sands & Co. This was about the year 1812, when trade was disturbed, and commercial transactions almost paralyzed, by the breaking out of war between Great Britain and the United States. The business was uninterrupted, however, during the progress of that unnatural struggle, and continued for five years, when Mr. DeVeber became sole proprietor of the establishment.

The Dry Goods and Grocery business was conducted in both the wholesale and retail branches for many years, after which the sole attention of the house was devoted to the wholesale trade. Mr. DeVeber, very early in his business career, gained the confidence of city and country traders and people, and never lost it. His credit abroad was also firmly established, and has never been shaken by the business disasters that have so often overtaken the community and surprised and ruined many of those who seemed to be among its staunchest merchant princes. Buying in the best markets, keeping on hand large stocks of the goods most in demand, and exercising a wise discretion in selling, the house of DeVeber grew up steadily with the growth of the City and Province, extended its operations with the increase of facilities for transportation, sent its buyers to the West Indies, the United States, and Great Britain, and gained customers all over the Maritime Provinces. Many other houses have risen quickly, flourished for a time, and then gone down with a crash amid the execrations of creditors, to the serious injury of the commercial reputation of the City, while this one has been growing steadily, unchecked by money panics and trade stagnations, to its present proportions.

In 1848 Richard S. DeVeber, the eldest son of the founder of the business, was admitted as a partner, and in 1855 J. S. Boies DeVeber, another son, became a partner, the name and style of the firm being L. H. DeVeber & Sons. In 1856 the senior retired, but no change was made in the name of the firm.

The firm's investments in enterprises outside of their regular business have been very large during the past few years, and hundreds of people have been given employment in their lumbering, milling and ship-building operations in different parts of the Province.

The principal place of business has always been in Prince William street, and the house has suffered severely from the many disastrous fires with which the street has been visited.

The founder of the house, although in his eighty-sixth year, attends almost daily at his office. He has always been noted, not only for his great business activity and strict integrity, but for open-handed liberality to religious and charitable objects.

The junior partner is member of the Parliament of Canada for the City of St. John, having been elected thereto by acclamation to supply the vacancy created by the appointment of Hon. S. L. Tilley to the Lieutenant-Governorship of New Brunswick, and again by a large majority at the general election of 1873.

M. D. & H. A. AUSTIN,

Importers and Dealers in Lumber, Groceries, Provisions, Flour, Meal, Pork, Fish, Lime, Nails, Cordage, Paints, Oils, Oakum, Tar, Pitch, &c.

Robertson's Wharf, - - - - INDIANTOWN, N. B.

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MR. M. D. AUSTIN was born at Scotch Town, Grand Lake, Queen's Co., in 1830, and was educated as a farmer. In 1852 he came to St. John and engaged as a clerk in the store of R. Robertson, Esq., who at that time was one of the principal merchants in Portland, but has long since retired from business. In the spring of 1855 Mr. Austin opened a general Grocery business for himself in Robertson's Building, Robertson's Wharf, Indiantown, on the site of the premises now occupied, and, meeting with good success, steadily enlarged the stock and extended his business.

In the spring of 1864 his brother, Henry A. Austin, who had for some years been associated with Mr. Andrew Hastings as clerk and partner, entered into partnership with him under the name and style of M. D. & H. A. Austin, and the business was continued with increased energy and success.

In the fall of 1864 the Messrs. Austin were burned out in the great fire that destroyed the business portion of Indiantown, being only partially insured. They immediately rebuilt on their own account, and the building was again swept away by fire in the fall of the following year, the fire having originated in premises leased to other parties. Most of the property about them was consumed. The insurance amounted to about seventy-five per cent. A building 100ft. x 50ft., three and a half stories high, was then erected by the firm, and, together with a warehouse in connection, 60ft. x 60ft., is now filled with the merchandise in which they deal. They have kept adding to their stock until it embraces many different lines, and have on hand about everything that is required for the supply of mills, ships, lumberers and farmers. Their extensive salesroom and warerooms give ample facilities for the storage and display of articles of every description, and the up-river people who visit them usually find all they require without seeking further.

This is the oldest house in Indiantown, and, in the line of Groceries, it does probably the largest business of any house at the mouth of the St. John. Its business in several other lines is also very heavy. Its interest in the lumber manufacture is large, as it furnishes supplies for extensive logging and sawing operations and buys and exports many cargoes of deals, boards, etc., annually.

Mr. H. A. Austin is a member of the Provincial Parliament of New Brunswick, having been chosen thereto at the head of the poll for the City and County of St. John, in the general election of 1874.



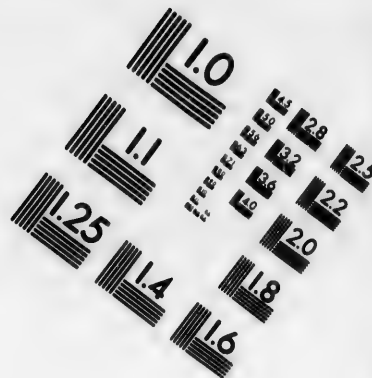
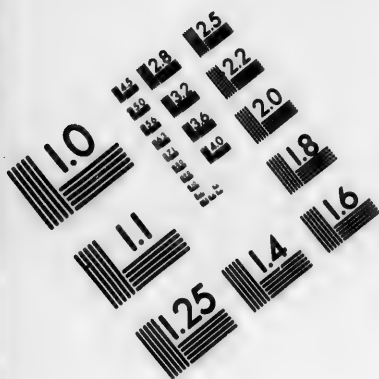
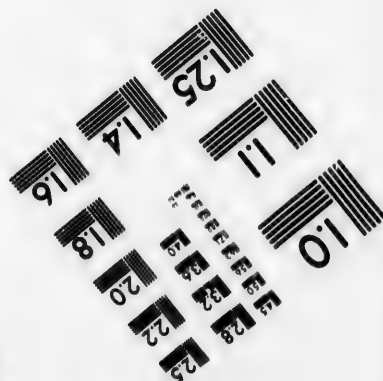
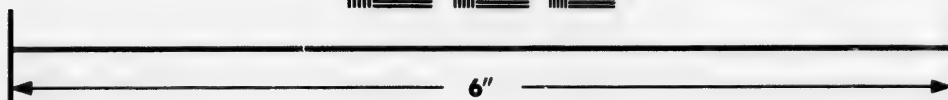
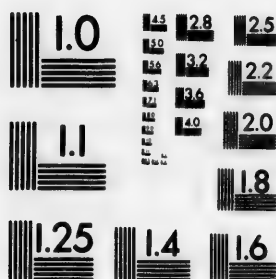


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23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



BERTON BROTHERS,
WHOLESALE MERCHANTS, AND DEALERS IN WEST INDIA PRODUCE.
 London Grocery Goods, Paints, Oils, &c.,
 59 Dock Street, - - - - - ST. JOHN, N. B.

THE members of this firm are Messrs. William J. and Samuel D. Berton. Their ancestors were Loyalists. Mr. W. J. Berton was born in Fredericton, went into the Crown Land Office when quite young, remained there some years, and was then appointed Deputy Commissioner and Deputy Surveyor of Crown Lands for Gloucester Co., and removed to Bathurst. After five or six years he resigned his position, returned to Fredericton, and entered on the management of the branch of W. H. Street's business at that place. After six years' experience in this capacity he came to St. John for the purpose of going into business with his brother.

Mr. S. D. Berton was born in Charlotte Co. He came to St. John in 1834, and was employed as a clerk by Street & Ranney, Wine Merchants, remaining with them and their successor, W. H. Street, until 1846.

In 1846 Messrs. W. J. and S. D. Berton formed a partnership and began business in general merchandise, occupying the premises of L. H. DeVeber & Sons in Water st. In 1853 the senior member retired from the firm and went into milling operations at Miramichi, the business being conducted as usual by Mr. S. D. Berton under the style of Berton Brothers. In 1858 Mr. W. J. Berton returned to St. John and again became associated with his brother. The business was removed to extensive premises in Smith's Building, Water st., and remained there until 1865, when it was moved to the present stand, of which the firm have since become proprietors.

After moving to Dock st., the Messrs. Berton entered more extensively into the wholesale liquor trade, in connection with their general business, ranking among the heaviest importers in the city. In 1872 they withdrew altogether from the liquor trade, and confined their business more immediately to Commission and General Importing, making specialties of Teas and West India Goods, and have extended their operations very generally throughout the Maritime Provinces. Their building is 90ft. x 32½ft., has entrances on both Dock and Nelson streets, and its four flats afford room for the storage of a large stock of goods.

Mr. S. D. Berton, in 1857, accepted the Secretaryship for New Brunswick of the Life Association of Scotland, an office that has always stood in high favor, and has established a network of agencies throughout the Province and gained the Association an extensive business.

NEW DOMINION

Steam Biscuit Manufactory and Confectionery Works, No. 120 Prince William Street.

MR. JOHN CURRIE, the proprietor of the New Dominion Steam Biscuit and Confectionery Works, was born on the Island of Ulva, Western Highlands of Scotland, in the year 1826, and was apprenticed to Scott, Confectioner and Pastry Baker, Candlerigg street, Glasgow, when quite a young lad. After serving his time he was engaged to come to St. John as Manager of a Confectionery and Pastry business which John J. Sharp, druggist, was about to establish in Prince William street. After conducting this business about a year the building was destroyed by fire, and Mr. Currie, who resided on the premises, was left with nothing but the clothes which he had on. Mr. Sharp did not re-establish the business, and Mr. Currie began on his own account. Want of capital, however, hampered his operations, and he did not succeed. He then went to Boston, Mass., where he secured an engagement with Clement Parker, Springvale, Me., for whom he worked at confectionery and pastry making a year, after which he returned to Boston and worked two years in John Copeland's saloon, Court street. Going to New York he was employed in Thompson's Broadway saloon for a time, and after leaving there worked in various places, cruising around for a couple of years picking up information and gaining experience for future use.

Returning to St. John Mr. Currie was engaged as Manager of John C. McIntosh's Confectionery establishment, in which capacity he served six or seven years, and, on Mr. McIntosh's retirement, succeeded to the business and formed a partnership with Geo. Lord. Currie & Lord carried on the confectionery and pastry business at 45 Dock street from that time, which was about ten years ago, until May, 1874, when Mr. Currie dissolved the partnership and set up for himself in the premises which he now occupies.

The New Dominion Works are supplied with patent ovens for baking all kinds of biscuit and ship bread, sugar mills for grinding the sugars used, and about as large a stock of new and improved machinery for the manufacture of Machine Candles of every description as can be found in the Maritime Provinces. The machinery is driven by a 14 horse-power engine. Crystalized Confectionery, Confectionery Comfits, Boiled Sugar Goods, Lozenges and Syrups of all desirable descriptions are also made of pure materials in the highest style of the art. Thirteen Bakers and Confectioners are now employed, but more are kept busy when business is good. The pay-roll averaged \$80 per week last year, and about 600 bbls. of sugar and 1,000 bbls. of flour were used. The goods are sold principally at wholesale, being sent to all parts of the Lower Provinces.

O. R. S. ISBISTER,
House, Ship, Sign and Ornamental Painter,
Nos. 53 and 57 Dock Street.

THE LATE JAS. ISBISTER, Esq., a native of Scotland, began the Painting business in St. John about 30 years ago, and gained a large share of ship and house work by reason of his skill and trustworthiness.

At the death of Mr. Isbister his son, Oswald R. S. Isbister, who had managed the concern seven years for his father, became proprietor, and has continued the business on his own account with increasing activity and success until the present time.

Sign and Ornamental Painting are carried on in a large workroom, and many of the handsomest Signs in the City, and the most artistically painted Ships' Medicine Chests, have been done here.

House work, of every kind, is given special attention, the best workmen being employed under the personal supervision of the proprietor, and every effort being made to give perfect satisfaction to the most critical taste. Mr. Isbister has had no fewer than three hundred and fifty customers in this class of work, which is sufficient proof of the skill and faithfulness with which he executes the commissions with which he is entrusted.

An examination of Mr. Isbister's books shows that he and his father have had charge of the painting, gilding and graining of one hundred and six vessels. Among this large number are many of the finest ships that were ever built at this port—ships that would favorably compare for the beauty and taste of their interior finish and decoration with any in the world. Mr. Isbister's reputation in this branch of his business is unsurpassed by that of any other man in the profession, and he continues to lead all of his numerous rivals.

An idea of the extent of this business may be formed from the fact that even at this exceptionally dull period Mr. Isbister has twenty-five workmen on his staff.

The Paint Shop is next to the room especially devoted to Sign and Ornamental work, and on the lower flat is a salesroom and office, the building being situated in one of the best business locations in the City. Paints, Oils, Glass, Putty, Varnishes, Gold Leaf, and all the requisites for Painters' use, are kept on hand, and may be obtained at the lowest market rates. Pictures and Picture Frames are also kept in stock.

Gilbert's Lane Woollen Mill and Dye Works, ST. JOHN, N. B. WILLIS & LAW.

This business was started about five years ago by Messrs. A. Willis and J. R. Smith, who engaged in the manufacture of flannels, home-spuns and tweeds, and in Carding and Weaving for farmers. Mr. Smith sold out to Mr. A. L. Law. In 1874 the firm added steam Dye Works. In June, 1875, the Woollen Mill, with all its machinery, was destroyed by fire. The Dye Works were immediately refitted and enlarged, and the Mill is to be rebuilt soon. These Dye Works are supplied with all the best machinery. There are two buildings,—110x20 feet, two stories, and 80x25 feet, one story. Goods are received at the office, registered, assigned a number, and passed to the next room, where their numbers are sewed on them. The Dye House, a room 25x80 feet, is supplied with tubs for dyeing from 16 to 20 colors simultaneously. A steam Washing Machine cleans as much cloth, coarse or fine, in fifteen minutes, as two men could in a day, and a steam-driven Hydroextractor dries 50 to 100 dresses in five minutes, without the slightest injury to the most delicate fabrics. In the upper flat are the Steam Dyeing, Cylinder, General Finishing and Lace Curtain rooms, the latter being capable of turning out 160 curtains daily, finished in a style that makes them look as good as new. It pays to have curtains cleaned here instead of at home. The steam-heated Cylinder, on which goods are dressed and dried without a wrinkle, is one of the largest that is used for the purpose in America. A Frame for finishing silks, Irish poplins and silk velvets is something new. The pile is raised by steam, and the pressing and ironing done by machinery. A 25 h. p. engine and a large boiler furnish the required heat and power. The soaps and dyes are all imported from Europe. Ostrich Feathers are beautifully cleaned or dyed any color; Carpets cleaned by a new process, without beating, and their colors renewed without injury; Lace and Damask Curtains cleaned or dyed any color; Kid Gloves and Gentlemen's Clothes cleaned or dyed; and every description of Job Dyeing and French Cleaning done at short notice. Mr. Law is well known from having spent five years in the London House, and both gentlemen enjoy the fullest confidence of the community.

RECEIVING OFFICES.—A. Macaulay, 48 Charlotte Street; H. Golden, Woodstock; Smith & Murray, St. Stephen; John S. Magee, St. Andrews; Thomas Logan, Fredericton; Moses & Sterritt, Yarmouth, N. S.; Robert Young, Charlottetown, P. E. I., or at the Dye Works.

ALEXANDER McDERMOTT, STEVEDORE, Office—Charlotte Street Extension.

ALEXANDER McDERMOTT came with his father to this country from Ireland, of which he is a native, in 1844. The family settled in this city, the father going into the business of discharging and ballasting vessels. When Alexander arrived at the proper age he went to work with his father, and remained with him until 1863. The death of his father, at this date, left him at the head of a large business, and he has continued to conduct it with marked success until the present. He has had charge on an average of three hundred vessels a year, or about one for every working day, and superintended the work on all of them to the satisfaction of owners and consignees. He employs from seventy-five to one hundred men this season.

In October, 1874, the Laborers' Benevolent Association undertook to take charge of Mr. McDermott's business, decreeing that the *S. S. Alps*, which he had undertaken to discharge, should be placed in the hands of another, and forbidding its members to work for him when he refused to obey its mandate. Then Mr. McDermott became a Stevedore, gathered a large force, and did most of the loading and discharging until June, 1875, when the Society members struck, refusing to work with men who did not belong to their organization, or for merchants who employed outsiders.

The merchants, who had long submitted to the fixing of wages, the regulation of hours of work, and the making of labor rules and regulations generally, by this society, were fully aroused by this last exhibition of tyranny, and resolved to fight for emancipation from a power whose exactions and pretensions seemed to know no limit. They turned, in this crisis, to Mr. McDermott, who detached a few of his old employes from the Association, gathered a force of inexperienced men from city and country, and went to work loading the vessels that had been abandoned by the Association Stevedores and laborers. By a judicious distribution of his skilled hands among the beginners, and constant supervision on his own part, the work went on so well that the shippers suffered only slight delay. The civic authorities guarded the wharves with special constables for a time, and Mr. McDermott and his men wore arms for their own defence, but no attack was made. The result was that the L. B. A. was thoroughly humbled, and, after holding out until a great many had deserted its ranks, decreed that its members might work where and with whom they could, and for what they could get. The gratitude of many of the merchant's was shown to Mr. McDermott by the employment of other Stevedores as soon as the L. B. A. had been overthrown by him. Mr. McDermott is Stevedore for the Anchor Line, and has already handled eleven steamships this season. REFERENCES: Scammell Brothers, Hall & Fairweather, Robert J. Leonard, Alexander Gibson, James G. Jordan, E. D. Jewett & Co., Wm. A. Robertson, Guy, Stewart & Co., Carvill, McKean & Co., Troop & Son, Turnbull & Co., George S. DeForest.

IRA CORNWALL, JR.,
Fire, Life, Accident and Guarantee Insurance Agent,
 28½ PRINCE WILLIAM STREET.

MR. CORNWALL, whose father was a wealthy farmer, was born in Kent Co., Ont., Sept. 20, 1846, both of his parents being descended from U. E. Loyalists. Being obliged to leave his school at Sandwich, Ont., when quite young, on account of ill-health, he entered a grocery store in Detroit, Michigan, where he remained some time. He then removed to Thamesville, Ont., and attended school, devoting part of his time to assisting in the Post Office and a general store. He also, at this period, carried on a lucrative business with the Indians, manufacturing and supplying them with bullets and other articles which they required. His next move was to Hamilton, Ont., where he was first engaged in a grocery store, next in a wholesale boot and shoe store, and was then placed in charge of the leather depot of a large tannery. During this time he employed his leisure hours and evenings in studying at a commercial college.

In 1866, in response to a call for volunteers to repel the threatened Fenian invasion, he joined the 13th Regt. as a private and went to the front, rising to the rank of Color Sergeant while in active service. After six months in barracks at Windsor, and subsequently serving the full time required by law, he was offered a commission to rejoin the Regiment. After returning from the frontier, he entered a dry goods house in Hamilton, and soon became head clerk. While in this employment Mr. Cornwall acted as resident correspondent of the *Volunteer Review and Military and Naval Gazette* of Ottawa, and, owing to the satisfaction he gave, he was engaged as its Travelling Correspondent and General Agent. On account of the remarkable success with which he discharged these duties, he was offered an interest in the journal. Declining this offer he started, with a brother-in-law as partner, the *United Service Gazette* in the same interest. Shortly after launching this periodical, he received a liberal offer from Messrs. T. & R. White, publishers of the *Hamilton Daily Spectator*, the *Churchman's Magazine*, the *Ontario Farmer*, and the *Craftsman and Canadian Masonic Record*, and, disposing of his interest in the *U. S. Gazette*, he became General Agent and Correspondent for the Messrs. White's publications, travelling through Canada and a portion of the United States in this capacity several times each year. When the Messrs. White removed to Montreal and became proprietors of the *Gazette*, Mr. Cornwall travelled as General Agent and Correspondent

of that journal. His frequent visits to the Maritime Provinces convinced him that New Brunswick's future was to be prosperous, and, forming a high opinion of the people and their methods of doing business, he determined to settle down permanently in St. John. Acting on this determination, he took a partner, and, having obtained the agency of a large number of leading western houses, and the General Agency of the Mutual Life Association of Canada, began a General Commission and Insurance business in St. John in 1871, which was carried on with success until June, 1874, when Mr. Cornwall, having established a good Insurance business, determined to devote his whole energies to that branch, and accordingly retired from the firm, retaining the General Agency for the Maritime Provinces of the Mutual Life Association of Canada, and almost immediately obtained the General Agency of the Citizens' Fire, Life, Accident and Guarantee Co. of Montreal. He has been remarkably successful in pushing the interests of these Companies, having already obtained for them a large share of the insurance business of the Maritime Provinces. His aim is to represent the best home Companies only, being a thorough believer in home institutions of all kinds. The Mutual Life Association is the only purely mutual Canada Company that has been licensed to do business in the Dominion, and is a safe and prosperous Company. The Citizens' is a strong Stock Company of large capital, and offers perfect security in the lines of Life, Fire, Accident and Guarantee business.

In 1874 Mr. Cornwall purchased the *Maritime Trade Review*, which he has gradually worked up to financial success. His long journalistic training, general knowledge of trade in many different lines, and the experience gained by ten years' travel, eminently qualify him to direct the publication of such a periodical.

Mr. Cornwall was unanimously elected Secretary of the Manufacturers' and Mechanics' Exhibition, to be held this Fall, although there were sixteen candidates, and is Secretary of the N. B. Advisory Board of the Canada Commission to the Centennial Exhibition, in the performance of the duties of both of which positions the experience gained at Ontario and Quebec Exhibitions is very useful, and enables him to give the utmost satisfaction.

Mr. Cornwall has written and published pamphlets on various commercial subjects, and has recently issued one in connexion with the coming Exhibition, containing much valuable information. In this pamphlet, and in other ways, he endeavors to excite a deeper interest in home manufactures and in the opening up of foreign markets for our productions.

Each of the business changes made by Mr. Cornwall was the result of careful consideration, and proved to his advantage. The varied experience acquired in his different employments is most invaluable to him. He holds the warmest written testimonials from all his former employers. The *Montreal Gazette* announced the severing of his connection with that journal as follows:

"Few men have achieved a more deserved business popularity throughout Canada than Mr. Cornwall, and for ourselves we sever relations which have lasted for seven years, with the greatest regret. Scrupulously honest and exact in all his transactions, he cannot fail to succeed." His brethren of the Press of Canada also gave him many appreciative notices.

LEVI H. YOUNG,
Steam Carriage Factory and Repository,
GENERAL IRON WORK, &C.,
Nos. 11 and 13 Waterloo Street.

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MR. YOUNG is a native of St. John. He learned the blacksmith trade in Sussex, King's County; then worked three years on the St. John river, and came to the city in 1864 and started a small blacksmith shop east side Waterloo street. The next year moved to opposite side and engaged his business into carriage and all kinds of heavy iron work. In 1869 he leased adjoining land and erected a three story shop, 75x50 feet, and three years after made an extension of thirty feet, and at same time leased the adjoining brick building on corner of Peters and Waterloo streets, a portion of which he occupies. During all this time he was prospering and enlarging his business putting in a wood work, painting and trimming shop.

A little after, in company with partners, he went into the manufacture of bolts for carriage work, in an adjoining shop, which did a fair business, and in 1871 the concern set up on a large scale on the corner of Sydney and Union streets—called the "New Brunswick Screw Bolt and Nut Works"—into which a large amount of machinery was placed. After this factory had been running about a year, it was closed.

Upon shutting down this concern, Mr. Young at once procured new machinery, which he put into his present premises, and is now prepared to turn out a ton of bolts per day. He has had in one order one hundred tons of bolts and five tons of washers. A fifteen-horse-power steam engine operates the machinery, and besides bolts, he manufactures leg screws, axles, spikes, and heavy iron work. He has invented and patented a machine for making iron washers, superior to any before in the market, and meeting with general favor.

In carriage repair his factory has every facility, and carriages are manufactured to some extent. Work is here executed by skillful workmen, about thirty in number, and in so prompt and satisfactory a manner, that the business of the establishment has increased from the start. Mr. Young has been a hard working man, thoroughly competent in all the details of his work, and is full of energy and enterprise. With such stuff as he possesses, St. John cannot fail to advance rapidly in its mechanical industries.

ST. JOHN CONFECTION WORKS, S. F. MATTHEWS,

No. 24 Charlotte Street.

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MR. MATTHEWS learned and carried on the confectionery business in Boston for several years, where he did some of the first-class work for one of the celebrated establishments of that city. He came to St. John in 1858, and opened a retail store on Prince William street, in the premises now occupied by Sheraton, Son & Skinner.

He had a fine assortment of confections, and it being the first of the kind here was regarded as a great novelty, and for a long time was the centre of attraction and popular wonderment. So great were the throngs in and about the place, and so much obstruction was caused by the crowds upon the sidewalk in front that the police were obliged to interfere to keep a passage open through the press.

For the few first years he was only able to manufacture enough to supply his own retail trade, but other places of sale of such goods having opened, his manufacturing facilities allowed him to keep a stock for wholesale trade, which has increased from that time to the present, and extends all over the Lower Provinces. Mr. Matthews continued in Prince William street five or six years, and then moved to the head of King street about 1863. In 1869 he purchased and moved to the present premises in Charlotte street.

Mr. Matthews has always had the confidence of the community in the purity and excellence of his manufactures, and has received a generous and increasing patronage. He has continued from the first in the front rank of his line of manufacture, dealing in nothing but his own handiwork, and able to give the most perfect warranty of his goods.

An inspection of his establishment at once shows him to be a master of his art, which is displayed in so many sweet and tempting forms, and in such variety and quantity children gaze in at the windows with longing eyes and watering mouths, and believe the establishment the very centre of paradise, while the delight with which it has sweetened the joys of Christmas tide is only within the bounds of a poetic imagination to estimate.

Mr. Matthews is capable of any ornamental work, which he is ready to execute to order. He has made contributions of his art at several exhibitions and been awarded first premiums. While he attends personally to all the details of manufacture, his retail trade is attended by members of his family in a style which makes the establishment pleasant to patronize. Its wholesale trade has now become quite extensive, and its reputation for superior goods firmly established.

R. D. McARTHUR, DRUGGIST AND APOTHECARY,

Medical Hall, No. 46 Charlotte Street.

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MR. ROBERT D. McARTHUR was born in the St. John Hotel building, King Square, St. John, in 1825, and began his studies with the late Dr. Livingston, who kept a Drug store at that time in the building now occupied by Beard and Venning, in 1838. Giving up his intention of going to College, on account of the death of his father, he devoted himself to the Drug business, remaining with Dr. Livingston ten years and becoming thoroughly versed in the profession.

In November, 1847, Mr. McArthur began business for himself in King street, and was burned out in the following March. In the Fall of 1848 he secured a store in the building adjoining his present premises, (now occupied by A. Macauley), and conducted a prosperous business there for three years, when, not agreeing with the landlord on the amount of rent to be paid, he removed to the St. Stephen Building, North Side King Square. Everybody told him that no business could be done there, on account of its being out of the track of trade, but, by judicious and liberal advertising, he soon attracted a fair share of City and Country patronage.

Twenty years afterward, in 1870, he moved to the desirable location in which he is now doing business. Nearly at the head of King street, facing King Square, only a few steps from the Country Market, and in the immediate vicinity of a score of hotels, the site is one of the best in the City for the business. The building is three stories high and has an excellent cellar, thus affording ample room for storing and displaying goods.

The stock comprises Drugs, Patent Medicines, Perfumery, Toilet Articles, Paints, Paint Oils, Window Glass, Varnishes, Turpentine, Dye Stuffs, etc., and specialties are made of Cigars and Soda Water.

The Soda Fountain is one of the finest and most elaborate in the Dominion, and the Soda Water is made on the premises with a machine that was manufactured in St. John.

Mr. McArthur served in the Common Council for nine years consecutively, representing Prince Ward as Councillor for four years and as Alderman for five years.

W. TREMAINE GARD,
Goldsmith and Jeweller,
SEARS' BUILDING, NO. 77 GERMAIN ST., (COR. PRINCESS),

MR. GARD is a native of St. John, and began to learn the Goldsmith and Jewellery business with his brother, Thomas D. Gard, in this city fifteen years ago. After working for the best Jewellery houses here, and learning all that was to be learned in them, he went to Boston and served three years in the workshop of a leading Goldsmith and Jeweller. He then went to New York, and worked at making fine gold Jewellery, and Diamond Setting, his object being to gain a complete mastery of every branch of his chosen profession.

Returning to St. John, a few years ago, Mr. Gard began business for himself. There was not much demand for domestic goods in his line then, people being strongly prejudiced in favor of imported articles, and his work was almost wholly confined for some time to repairing; but the substantial character of his productions, together with their artistic design and exquisite finish, attracted the attention and secured the patronage of the best class of buyers, and the business has gradually grown up to large proportions. Five hands, including the very best workmen in the City, are kept constantly employed, and they are not able to fill all the orders that are received at the busiest seasons. The business is still increasing, and the workshop is to be again enlarged at an early day, additional room having been secured for the purpose. The workmen are supplied with one of the best stocks of tools for manufacturing and repairing fine gold Jewellery in all its branches that can be obtained, and Mr. Gard personally sees that every order is executed in the most approved manner.

A first-class Watchmaker is employed in the establishment, and a separate room, carefully guarded from dust, is devoted exclusively to his use. This is a great improvement on the ordinary method of exposing the delicate works of Watches to the dust of the workshop or salesroom.

A small but select and carefully assorted stock of the best Watches, Fine Gold Jewellery, Diamonds, Pearls and other Gems, is kept on hand, and purchasers may rely implicitly on every article being just what it is recommended to be. Wedding Rings are made at the shortest notice. The salesroom is handsomely decorated, and, being near the Victoria Hotel, the Post Office, and King street, attracts the attention of many of the visitors to St. John. A large Fire and Burglar-Proof Safe guards the articles left for repair. Mr. Gard is strictly temperate, devotes his whole attention to his business, and enjoys the confidence of the whole community in his skill and integrity.

